Atlanta and Environs

A Chronicle of Its People and Events

Volume II

Franklin M. Garrett

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ATLANTA and ENVIRONS

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ATLANTA and ENVIRONS

A Chronicle of Its People and Events

By

FRANKLIN M. GARRETT

VOLUME II

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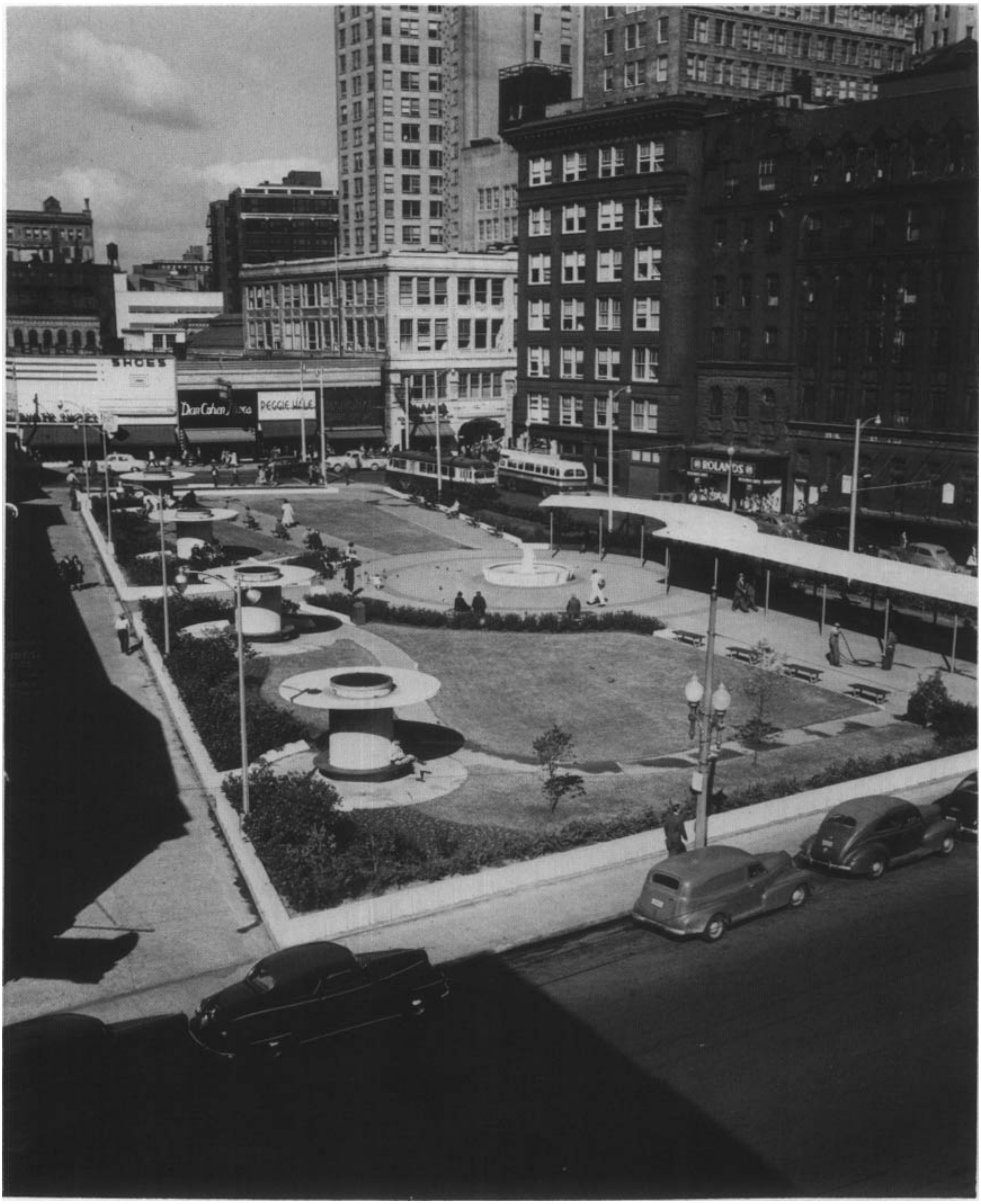
SHOES
Dan Cohen Shoes
PEGGIE HALE
ROLANDS

(Courtesy Atlanta Historical Society).

Atlanta's newest park, The Plaza, opened 1949. This park is diagonally across Pryor Street from Atlanta's ante bellum downtown park which was in the block bounded by Pryor, Loyd (Central Ave.), Decatur and Wall Streets. The above view is from Pryor Street looking west to Whitehall Street, Plaza Way on left, Wall Street on right

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DEDICATION

In Memory of

WALTER McELREATH

1867-1951

AND

BEVERLY MEANS DUBOSE

1886-1953

Without Whose Friendship, Counsel and Encouragement, the Writing of this History of the Community They Loved So Well, and to Which They Contributed So Much, Would Not Have Been Undertaken.

F. M. G.

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Volume II

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Section IX

THE EIGHTEEN-EIGHTIES

Expositions Focus National Attention Upon the Atlanta Area. Local Big Business Gets Up Steam. Social Clubs Organized

CHAPTER 58

1880

IT IS doubtful if any city in the United States changed physically to a greater extent than Atlanta during the decade of the 1870's. Though its rebuilding from the debacle of the 1864 got well under way during the late sixties, the ten years from 1870 to 1880 witnessed the almost complete disappearance of the scars of war within the city proper. In the outskirts, however, line after line of breastworks, sprouting grass, weeds and trees remained. They were to disappear gradually through the years as the city expanded in all directions. Today, few indeed remain.

From the standpoint of population, the city gained substantially during the decade—from 21,789 in 1870 to 37,409 in 1880, an increase of 15,620. The total population of Fulton County in 1880 was 49,137 as against 33,446 in 1870. The population of De Kalb County had grown to 14,497 by 1880.[1]

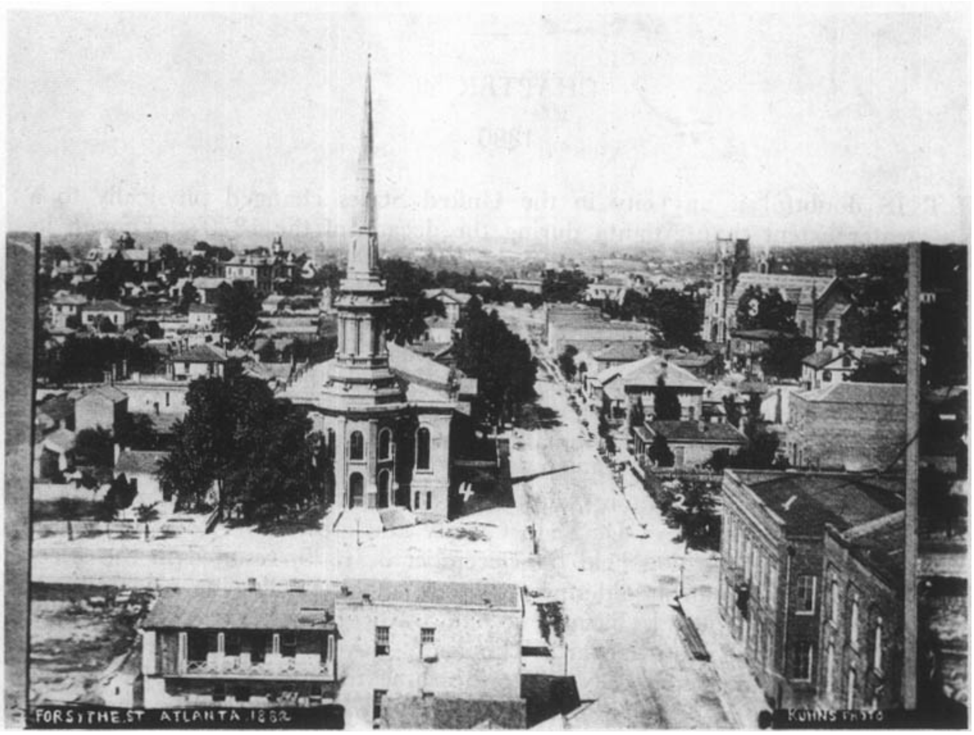
The municipal election held on December 3, 1879, resulted in the selection of Charles Beerman as alderman-at-large, and the following new councilmen: First ward, James J. Barnes; second ward, John Berkele; third ward, Thomas J. Buchanan; fourth ward, Thomas J. Boyd, and fifth ward, Litt C. Jones. Water commissioners elected at the same time were L. P. Grant, for three years; George W. Adair, for two years, and E. E. Rawson, for one year.[2]

City officers for 1880 were John Milledge, auditor and recorder; W. R. Biggers, city clerk; J. C. Rogers, R. J. Griffin and E. M. Roberts, assessors; Charles E. Robinson, tax collector and receiver; W. H. Holcombe, marshal; John H. Goldsmith, treasurer; Calvin Fay, E. T. Hunnicutt and W. H. Parkins, building inspectors; R. M. Clayton, city engineer; W. T. Newman, city attorney; A. N. Hunt and Solomon Belcher, cemetery guards; L. G. Holland, sexton; W. A. Bonnell, keeper city hall; H. S. Harris, keeper powder magazine, and Jacob Emmel and John Smith, overseers of the chain gang.[3]

Eighteen-eighty turned out to be an exciting year on the State political front. In fact three of the Atlanta area's best-known citizens, John B. Gordon, Joseph E. Brown and Alfred H. Colquitt, soon to become known as "The Bourbon Triumvirate," formed the hub about which the political wheel turned that year.

Certain it is that the gubernatorial contest of 1880, resulting in the reelection of Governor Colquitt, would have been much less colorful and controversial had not General Gordon resigned his seat in the U. S. Senate during May. Gordon's resignation was occasioned by a need and desire to mend his personal financial fences. Of a number of offers from private business, he accepted that of counsel for the Louisville and Nashville Railroad at $14,000 per year.

Governor Colquitt immediately filled the vacant Senate seat by appointing former governor Joseph E. Brown, an able but not universally popular gentleman. The political opponents of all three men immediately raised the cry of "bargain and corruption" all over the state. Such a charge was never proved. Yet the question before the voters was, did Colquitt, Brown and Gordon have an understanding over Gordon's resignation, Brown's appointment, and Colquitt's campaign for re-election? And if so, was this to the detriment of the state? With this as a beginning, a campaign of personalities was waged with such bitterness that when read from the newspapers of the day it still creates amazement.



(Courtesy *Atlanta Historical Society*)

Forsyth Street looking north from Walton Street, 1880. First Baptist Church, foreground, faced south on Walton Street, present site of Post Office and Federal Building. Church in right background is First Methodist, now site of Candler Building

In the Democratic Convention which met in Atlanta in August, 1880, the anti-Colquitt forces sought to use the two-thirds rule to prevent his renomination. The Colquitt supporters were more than a majority of the Convention, but in caucus they decided to support the two-thirds rule. As a result, the determined opposition was able to prevent the formal renomination of Colquitt. Accordingly the majority of the Convention passed a resolution "recommending" to the people his re-election. The majority thereupon adopted a motion to adjourn *sine die,* but the minority remained in session and nominated former U. S. Senator Thomas M. Norwood, of Savannah, as their candidate.

Norwood was not a particularly happy choice, since by nature he was somewhat cold; was not a gifted speaker, and lacked sympathy for the Negro, whose vote was widely sold in the election. At any rate, it was the first time since the end of the war that the people had a choice between two regular Democrats, the Republicans having become a negligible factor in State politics by 1880.

When the shouting was over, and there was plenty of it during the campaign, Colquitt emerged the victor by 118,349 votes to 64,004 for Norwood. The victory of Colquitt was of course a victory for Brown as well; so when the General Assembly convened on November 3, 1880, it elected Brown to the Senate, thus confirming the appointment that Colquitt had made. Brown, in fact, held his seat in the Senate until 1891.[4]

That building operations continued at a rapid clip in Atlanta during 1880 is indicated by the following notes from the *Constitution* of June 15th:

"Mr. H. W. Grady's new residence on Peachtree Street has the roof on.[5]

"The library building will be one of the most ornate structures in the city.[6]

"The Protestant Methodist Church on Forsyth Street is almost complete.[7]

"Fair Street public school, now about complete, is the handsomest and largest in the city.[8]

"The mammoth building of Moore & Marsh on Pryor Street will be finished by the early fall.[9]

"The Air-Line Railroad shops are to be quite complete. Several of the buildings have been finished.[10]

"Mr. Richard Peters is pushing forward the work on his handsome brick residence just beyond Mr. Winship's on Peachtree Street.[11]

"Governor Brown's new building on the site of the old American Hotel will be finished by the early fall. It will be an ornament to the city.[12]

"Work on the new court house has not yet been begun. There seems to be considerable dissatisfaction with the chosen site on Pryor Street.[13]

"Judge Hillyer's new brick building on the [southeast] corner of Broad and Alabama streets is progressing well. The handsome iron front is now going up.

"Excavation for the new St. Philip's Church has begun. It will occupy the corner of the handsome church lot on Washington Street.[14]

"Excavation on the vacant lot next to the Merchant's Bank on Alabama Street is actively progressing. Two handsome buildings will be erected on the site by Governor Brown and Mr. T. G. Healey.[15]

"The United States building seems all finished externally, and it is a very handsome structure. Some of the furniture has not yet arrived. It is not certain when the post office will be moved into it. The United States court will occupy its new chamber Friday."[16]

As new buildings appeared in Atlanta during 1880 so did old ones disappear. Among the latter was the so-called *New Era* Building at Broad and Alabama Streets. Its demolition inspired a sprightly article from the pen of Henry W. Grady, published in the *Constitution* of April 18, 1880. It follows:

"I don't know that it will concern the public, but I can't help saying a word or two about the destruction of the old building on the corner of Broad and Alabama.

"As young as the city is, that building is an old land-mark, and there are many associations clustered about its falling brick and its dismantled rafters. It was built out of the ashes at the close of the war, and was rented at first as a large beer saloon. After awhile it was deserted, and then became a home of newspapers—from which time it may be fairly said to have commenced making history—though I suspect it wrought the history of many a blighted life and broken heart while it was in use as a saloon.

"The first newspaper to occupy its walls was the *New Era.* It was in these walls that Sam Bard, with owl-like wisdom and cheery stammer, forged the paragraphs that made him famous, and established Bullock's top-boots as an issue in Georgia politics. Here Wallace Reed made gentlemanly fun of the young democracy, and Joel Nail balanced the cash, when there was any to balance, and then balanced his pen on the bridge of his nose. It was to this sanctuary that gallant Billy Blalock retired to dress his wounds after his frequent combats, and here the dainty Scruggs allowed choice English to drip from his gloved fingers. These and others toiled in the old building, working at less than wages, and finally scattered when the *Era* gave up the fight.

"The ghost of the dead newspaper had hardly time to make itself at home among the old rafters, and woven its seat in the dusty corner, before a brisk young fellow full of bustle and excitement, spiced with a foreign flavor, and suggesting a Frenchman from the clubs, flung the doors open and let in the sunshine. Announcing himself to the ghost, and all others concerned, as Alex. St. Clair-Abrams (and bidding them to be careful of the hyphen), he planted himself behind a hastily made counter, cocked his hat on one side, gave his goatee a nervous stroking, whistled a strain of the *Marseillaise,* and announced that the *Atlanta Daily Herald* was ready for business.

"The *Herald* was a journalistic success from the first issue. If it had died at the end of the first week, it would have established Abrams as the best journalist, pure and simple, Georgia ever had. There was a city air about it that was a revelation to us all. The first 'hit' the *Herald* made was in the matter of the Force-Townsend duel, which it wrote up in such style as to sell a second edition of 1500 copies—a feat then unprecedented in Atlanta. I have often wondered why Abrams never succeeded in maintaining a great paper. The first reason was that he never had proper backing from the counting-room. In the next place I think he put too much of the journalist and too little of the man in his paper. In small cities there must be provincial touches in the journals—concessions that the journalist must make to circumstances. There was none of this in Abrams' work. He wrote and edited as if he were running the *London Times,* and the result was a perfect piece of journalism—that appeared cold and unsympathetic, though, to the mass of its readers. This belied Abrams' real nature too. He was tender, easily affected, full of good impulses, and clinging as a woman in his friendships. He found no pleasure in the terrible writing he used to do, and his best work was in the half-playful, half-tender articles that he used to write for Sunday editions. We have never had a writer of purer English on the Georgia press—I doubt, excepting Colonel Albert Lamar, if we ever had his equal.

"I bought an interest in the *Herald* by accident, and I account it a very lucky accident, despite the way it turned out. I was on my way to Rome, where I had a daily paper, and missing connection, stopped for the night at the Kimball. Walking to the register, a gentleman met me and introduced himself as Bob Alston. He stated that he had been thinking of telegraphing me to come and buy an interest in the *Herald.* A short time before, General Toombs, Dunlap Scott and myself had about closed a trade for a half interest in the *Constitution,* when the price was advanced, and I was still anxious to come to Atlanta.

"In an hour after I met Alston, the trade was closed. No papers were drawn up that night, and the details were fixed over a bowl of oysters in Thompson's [Restaurant]. Alston and I returned to the Kimball at midnight and took the same room. After arranging to make about one hundred thousand dollars the first week, we dropped to sleep. During the night I was awakened by Alston's calling me. I remember so well the tones of that soft, quizzical voice as it came through the darkness:

"Grady, is there any insanity in your family?"

"None at all! Why do you ask?"

"Well I've been thinking over this *Herald* trade for a week. You've known of it a few hours. Now I know that a man that's quicker on a trade than I am must be crazy, and I was afraid I'd gone in partnership with a lunatic!"

"I remember the first night I entered the *Herald* office and the first thing that occurred. Ed Murphy, then as now, the best of detectives, was in the office talking to Abrams. I sat down in a corner and Murphy was very polite to me. At length he rose, and said half confidentially to me:

"I understand there's some wolves in town, and that there's some sugar on them. So I believe I'll go and pull them!"

"I don't think I ever felt so discouraged before in my life. Despite his serious manner I felt that he was either crazy or poking fun at me. Abrams, however, said quickly:

"If you do, let us know!"

"Then I felt that Atlanta was too big for me and that I was not fit to edit one of its papers. I could comprehend the idea of a wolf or two being in town, for I had seen them in Rome tied under country wagons, but I was utterly unable to comprehend the saccharine suggestion regarding them, and equally unable to see how they could be pulled like ripe fruit. The thing threw a damper over my first week in the city, and led me to regard Ed Murphy as a foreigner until I learned that wolves meant thieves, that sugar meant a reward, and that pulling meant arresting.

"I don't think I was ever happier than during the few years [1872-1876] we scuffled along in that old building. It was hard work, of course, and full of desperate chances—but we were young, sanguine and fond of the profession. And the *Herald* won more than enough success to make us happy. The income was enormous. We frequently had $2000 worth of advertising in one day's issue, and once had $2700 in a quintuple sheet, such as the *New York Herald* sends out. The receipts in cash had gone over $5000 a week, and this was enough to give any man hope. Our outlay was, of course, ahead of the income. For over three months an eight-page paper, larger than the *New York Herald,* was published, and the whole of the fourth page was devoted to editorial matter. The bill for special telegrams was sometimes $200 a week, and for more than a month $150 a day was spent for a special train to carry the *Herald* mail, and for the next month $75 a day went to the same source. And so we jogged on inside these old walls, fighting like the devil for existence, but always clipper, saucy and well-contented—as glad to see the sheriff or the constable as we were to see an advertiser or subscriber.

"The *Herald* had many a hard campaign. When I came to it it was fighting for O'Connor against Greely, and supporting Stobo Farrow for mayor against Spencer, and trying to beat an alderman's ticket headed by Frank Rice.

From that day onward it was a continual scuffle. It was in that building that we tackled Joe Brown, and received encouragement in our fight against him from people who requested that we should not let him know that they had encouraged us. I never knew exactly what we were fighting him for, though I went into it heartily, until he smashed the paper out of existence, and we had time to reflect over it.

"It was there that we helped Gordon in the Senate, and there that we enlisted in the series of campaigns through which Ben Hill returned to public life. There the first campaign for Colquitt was opened, and there many another campaign was fought through. It was in that building too that we prepared to fight all the duels that were afterward not fought. Those were awful times. . . .

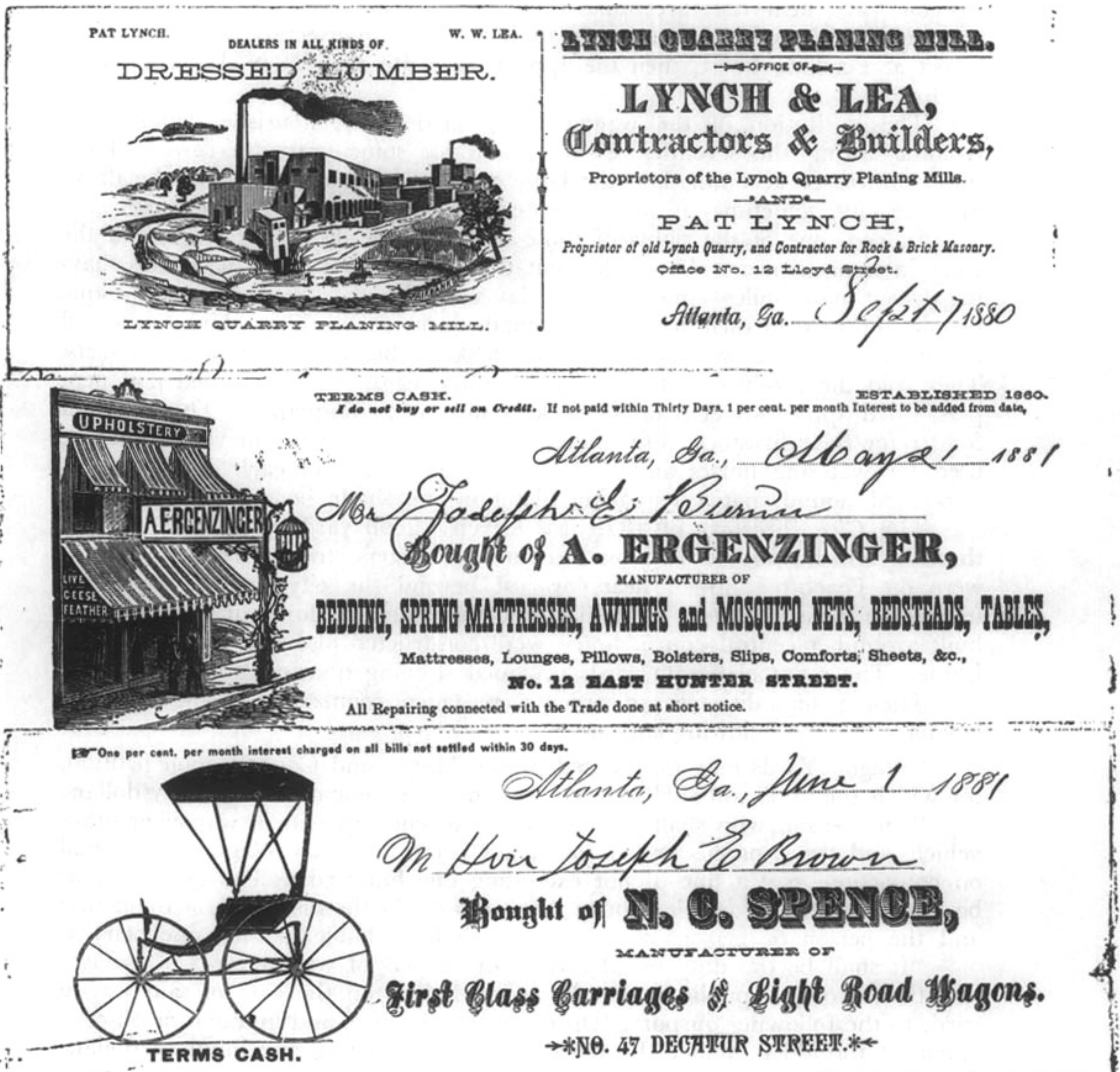
"Many of the best workers in the profession worked in that old building. Bill Moore wrote there his famous 'police court reports,' that for broad and genuine humor have seldom been surpassed. John Goodwin and Jim Anderson worked the local columns, and exasperated Abrams by coloring their reports of city politics to nullify his editorials. Thornton ran his legs off and tapped the English language on the head in behalf of the *Herald,* and made the best reporter I have ever seen, before or since. Tom Burney was the apostle of the paper and he went over the State like a new Peter the Hermit, waking the masses with his eloquence and earnestness. One of the most interesting men on the force was Dr. ——— Craig—a gentle, amiable, loyal man of talent, whose only ill luck was that his hands were not strong enough to get a grip on success. It was a game, gallant crowd that stuck to the *Herald* above everything, and loved it passing well.

"And where are all those workers now? Scattered far and wide. Poor Bob Alston is dead and his grave is now growing green with its first summer rains. Abrams is in Florida steadying his impetuous nature in the seclusion of an orange grove, and listing the days away on the edge of tideless lakes. What editorials and paragraphs must run through his fancy as he thinks over the days that are gone? Does he still stroke his goatee with that peculiar nervous stroke of old? And does he still whistle the *Marseillaise?* Do his pulses throb as fiercely, and his blood heat as quickly? I saw the other day that he had written some antagonist down as 'the wild ass of the Apopka.' That stroke shows that his thumb and forefinger can still punch.

"Craig, poor fellow, after his womanly fingers had slipped from all else, gently let go of life itself, and sleeps out at Oakland.

"Bill Moore, after a varied experience, has put on a gingham bonnet and edits the best of evening papers—the delight of the ladies and the aversion of the small politicians.

"Sam Bard, in the minority for a long time, has at last gone over to the majority. Wallace Reed is writing lazily but brilliantly. Joe Nail has charge of more than cash enough, as money man at the post office. Goodwin has put on a paunch, and is an alderman, and Anderson, though still lean, has had honors put on him. Scruggs is in China, probably handling rice sticks with the fingers erstwhile so deft with the pen. And here I am, basking in the sunshine, my memory warming to the old crowd, and half-happy, half-sad thoughts swarming about my heart as I watch the workmen knocking the bricks of the old house down, with careless hands and rude jests. Ah! well, we must all go as the old house is going, and we may be thankful if there is someone to sit by the way in the sunshine and give us even a passing regret, as the gaunt workmen of Death remove us from the face of the earth."



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A.ERGENZINGER
LIVE GEESE FEATHER

PAT LYNCH. W. W. LEA.

DEALERS IN ALL KINDS OF

DRESSED LUMBER.

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OFFICE OF

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Contractors & Builders,

Proprietors of the Lynch Quarry Planing Mills.

AND

PAT LYNCH,

Proprietor of old Lynch Quarry, and Contractor for Rock & Brick Masonry.

Office No. 12 Lloyd Street.

Atlanta, Ga. Sept 7 1880

TERMS CASH. ESTABLISHED 1860.

I do not buy or sell on Credit. If not paid within Thirty Days, 1 per cent. per month Interest to be added from date,

Atlanta, Ga., May 21 1881

Mr Joseph E Brown

Bought of **A. ERGENZINGER,**

MANUFACTURER OF

BEDDING, SPRING MATTRESSES, AWNINGS and MOSQUITO NETS, BEDSTEADS, TABLES,

Mattresses, Lounges, Pillows, Bolsters, Slips, Comforts, Sheets, &c.,

No. 12 EAST HUNTER STREET.

All Repairing connected with the Trade done at short notice.

☞ One per cent. per month interest charged on all bills not settled within 30 days.

Atlanta, Ga., June 1 1881

M Hon Joseph E Brown

Bought of **N. C. SPENCE,**

MANUFACTURER OF

First Class Carriages & Light Road Wagons.

TERMS CASH.

NO. 47 DECATUR STREET.

(Courtesy Atlanta Historical Society)

Business in Nineteenth Century Atlanta was more leisurely than now, but its Letter- and Bill-Heads were ornate examples of the engraver's and lithographer's art, as illustrated by this and later pages of the same nature

During the September, 1880, term of the Fulton Court of Ordinary, a petition was filed praying for a new public road from the corporate line [approximately 3rd Street] of the city of Atlanta on West Peachtree Street, leading almost due North intersecting with the Peachtree Road at Wood's Wagon Yard near the three mile post.[17] Thus the way was cleared for the opening of West Peachtree Street to its present intersection with Peachtree Street at Pershing Point, then the approximate site of John N. Wood's wagon yard.

The institution of the wagon yard, incidentally, flourished mightily in Atlanta during the seventies, eighties, and for some years thereafter. Their function was to accommodate the large number of country people who drove into the city, sometimes from a considerable distance, to sell their wares.

Indeed, one of the sights of those days was the distinctive wagons of the Georgia mountaineers. About daylight they would appear on the streets, having driven many miles—sometimes all day and all night. They were picturesque people, the men in their rough, home-made jeans or osnaburgs, high boots and big straw hats; the women in full calico skirts, big aprons and sun bonnets. They sold the produce of their farms, poultry, eggs, strings of dried pod peppers, dried apples, sweet potatoes, hickory nuts and chinquapins. They brought fodder for their livestock, and under each wagon swung the inevitable bucket, used for watering horses and mules. With the owner of each outfit was his flop-eared hound, patiently pacing along in the shade beneath the wagon.[18]

The *City Directory* of 1879 lists eleven wagon yards in Atlanta, all but three of which were located on Decatur and Peters streets. The other three were on Peachtree Street, near, or just beyond the city limits. The yards followed a general pattern of similarity, comprising a hollow square, with stalls built around a central court. Some were constructed of brick, but most were frame. The more elaborate yards provided sleeping quarters above the stalls.

Their potentialities for disorder were taken cognizance of by the city's lawmakers in the following language:

"Wagon Yards may be licensed by the Mayor and Council upon petition, for which the applicant shall pay not less than one, nor more than fifty dollars.

"Any person who shall permit anyone to encamp with a wagon or other vehicle and team, on his or her lot, it not being a regular Wagon Yard, shall on conviction, pay a fine of not exceeding one hundred dollars and costs, or be imprisoned not exceeding thirty days or both, in the discretion of the court; and the person or persons so encamping shall be liable to the same penalty.

"It shall be the duty of all owners or keepers of wagon yards in the city of Atlanta to give public notice, by painted signs on the gate of said wagon yard, to the following purport: 'Drunkenness, violence, and indecent or obscene language forbidden, under the penalty of not exceeding one hundred dollars' fine, or not exceeding thirty days imprisonment, or both.' . . .

"It shall be the duty of the Marshal or his deputy to have all wagon yards under their special supervision, until the hour of ten o'clock P.M., and to arrest all and every person or persons guilty of a violation of this ordinance, and bring him or them before the Mayor, Mayor, *pro tem,* or three members of Council."[19]

St. Joseph's Infirmary, Atlanta's oldest existing hospital, had its inception in 1880, when two Sisters of Mercy were sent from Savannah to establish an institution for the sick and afflicted. The original work of the infirmary was begun in an old residence on the site of the present buildings—then designated as 216 North Collins Street. The planning and designing of an old building to make it suitable for hospital purposes, by a religious community destitute of financial resources, was in those days a Herculean task. But the Sisters found many friends who gave not only encouragement but substantial aid to the new undertaking.[20]

Since those days St. Joseph's has builded well upon its original foundations. Its service to the poor, the sick and the afflicted of Atlanta has never been strained, regardless of creed or nationality. The school of nursing associated with the hospital has enjoyed an enviable reputation since the first class of graduates in 1903.[21] At the present time St. Joseph's is engaged in a major expansion of its facilities upon the Ivy Street side of its property.

As the motormen of electric street cars and the drivers of trackless trolleys of a later day have their occasional motive power problems, so did the horse car drivers of bygone days. During the summer of 1880, the *Constitution*[22] highlighted the problem:

"A number of citizens in front of the 'Girl of the Period' saloon, on Marietta Street, Sunday afternoon, witnessed a novel and at the same time brutal performance, which gave abundant evidence of the fact that of all animals, the mule, and especially the street car mule, is the most stubborn when wanted to do more than its share of a day's work. A street car pulled by a pair of mules, one of them much larger than the other, had arrived heavily loaded at its destination, corner Marietta and Peachtree streets. When the time had arrived for the car to leave again, fresh mules from the stable had not put in an appearance, and the driver saw that nothing else could be done but make another trip with the same mules. He consequently changed his long-eared steeds from one end of the car to the other, and pulled the reins with the view of making a start.

"The mules, apparently knowing that their time was out and that injustice was being done them, showed no inclination to obey the orders of the driver. The whip was applied with force. As the smaller mule of the two made a motion to move, with reluctance, however, the larger animal took hold of her by the neck with his teeth and held her back, at the same time shaking his head as if to induce his mate not to go. Again the whip came down with a little more force and the smaller animal made another partial attempt to go, which was met with a violent protest from the larger and more unwilling animal. The driver got mad and commenced whipping both of his animals, with no effect however. This performance was kept up for at least a quarter of an hour, when the new mules came and the change was made.

"It was evident to those who stood around and witnessed the performance that the larger mule of the two had made up his mind to allow the driver to chop him to pieces with his whip before he would consent to do that which he believed was unjust. In consequence of the refusal upon the part of the animals to move a single step, the schedule was thrown behind fifteen minutes. The mules, however, did not care anything about the disjointing of the schedule, and, although they must have suffered considerably from the lash of the whip, still they preferred that kind of treatment rather than make an extra trip in the heat of the sun and the dust of the day. A negro who stood idly by and witnessed the performance with much interest, turned away from the scene, remarking to a friend, 'I always did 'spise a mule!'"

In October, 1880, the Gate City Guard, aided by the ladies of the city, repaid the hospitality of the northern military organizations who had entertained them so liberally the year before. S. P. Richards took note of the event in his diary, and also had occasion to mention what were probably the first electric lights in Atlanta. He said, under date of Sunday, October 23, 1880:

"The past week has been one of great excitement and crowds in our city, being Fair Week, and besides the Fair at Oglethorpe Park the Gate City Guards have held a nightly fair in a great tent in the Markham House lot and great numbers of Military companies have been here from all parts of the land, North and South. . . . On Thursday night we went to the Guards' fair and saw for the first time the Electric light, of which there were five or six burning there with great but varying brilliancy."

(Courtesy Mr. & Mrs. Wilmer L. Moore)

A spacious downtown Atlanta home of by-gone days. Residence of William A. Moore, 20 Cone Street, circa 1880. Mr. Moore, who lived from 1819 to 1891, was senior partner of Moore, Marsh & Co., Wholesale Dry Goods. The house and grounds occupied the entire square block bounded by Cone, Walton, Spring and Grubb, now Poplar Street. Built by William Markham prior to War Between the States. Purchased by Mr. Moore after the war. Demolished to make way for business, 1912

The local death roll for 1880 included a number of pioneer citizens. Among them were Lemuel Dean, a native of Greenville District, South Carolina, long a resident of De Kalb County, and in his later years of Atlanta, where he owned considerable property at Marietta Street and Jones Avenue; Colonel John M. C. Reed, an extensive land owner in what is now South Atlanta, and the father-in-law of the late Samuel B. Turman; James C. Davis, early Atlanta merchant, who died near Varnell's Station in Whitfield County; Dr. William H. White, physician and general agent for Georgia of the Northwestern Life Insurance Company, a position in which his son, the late W. Woods White, succeeded him; William Kile, late coroner of Fulton County, and a resident since the days of Marthasville; John Lynch, one of the five original Lynch brothers, leaving only James and Peter surviving; William H. Tuller, prominent Mason and cashier of the Atlanta National Bank, and Frederick Deckner, founder of the local family for whom Deckner Avenue in southwest Atlanta is named. Among the De Kalb pioneers who died during the year were David Chupp, of near Lithonia; Judge John M. Born, a former De Kalb representative in the General Assembly; Robert "Uncle Bob" Hollingsworth, of Decatur; Leander Biffle, a native of Buncombe County, North Carolina, and son of Revolutionary veteran John Biffle, one of the first settlers of De Kalb, and Watson Kittredge, originally of Spencer, Massachusetts.[28]

The towns and villages surrounding Atlanta in Fulton and De Kalb counties, in the day of the rutted wagon road and the local passenger train, are all set forth in *Shole's Georgia State Gazetteer and Business Directory* for 1879 and 1880. Today, all can be reached in a few minutes by automobile over paved roads. The old descriptions are nostalgic. They follow:

DE KALB COUNTY

Clarkston, Ga. R. R.

Five miles northeast of Decatur, the county seat, 11 from Atlanta and 160 from Augusta. Cotton the chief export. Methodist church and one school. Population 75. About 100 bales of cotton shipped annually. Mail daily each way. J. J. Norman, P.M.

Cross Keys, A. & C. A.-L .Ry.

One and one-quarter miles distant is the depot and station for this place. Doraville, 3 miles distant, is the nearest express office. It is 9 miles north of Decatur, the seat of justice, and 12¼ from Atlanta. Nancy's Creek furnishes power for operating a mill. The place has two churches—Methodist and Baptist—one common school, and steam cotton gins. Cotton and wood form the chief exports. About 140 bales of cotton shipped per annum, most of which is carried to Atlanta by wagon. Population within a radius of 2 miles, near 400. Mail daily. G. L. Humphries, P.M.

Decatur, Ga. R. R.

A suburb of Atlanta, about 6 miles from the city, containing an estimated population of 700, and is noted for its pleasant situation, pure air and water, and its religious and educational privileges, having three churches, Baptist, Methodist and Presbyterian—and two excellent schools. County seat. H. J. Williams, P.M.

Doraville, A. & C. A.-L. Ry.

Ten miles due north of Decatur court house and 15 from Atlanta. It has a population of about 150, Presbyterian church, school and Southern Express office. Roswell, 10 miles north, uses this point for the shipment of cotton and factory goods. Mail daily by rail, and by hack from Roswell and Alpharetta. George N. Flowers, P.M.

Edgewood.

A suburb of Atlanta, about 3 miles from Decatur,—its depot on Ga. R. R.—extending from the corporate limits of Atlanta to Kirkwood, near Decatur. Its population of 250 or 300 persons is composed of business and professional men of Atlanta and their families. Although a comparatively new settlement, it is rapidly improving in population and wealth;

contains a neat and well furnished church—Methodist—colored church, small public school, select school and many elegant residences and beautiful cottages. This location is most desirable, the climate very healthy and the society of the best. The accommodation train stops at any point for passengers to the city every morning and returns at evening. Kirkwood, a similar community, lies on the south side of railroad, but is without separate postal privileges. Mail daily each way by rail. Mrs. V. E. McFail, P.M.

LITHONIA, Ga. R. R.

Yearly shipments of cotton from this place amount to about 2,200 bales; It is 13 miles southeast of Decatur, the seat of justice, 146 from Augusta, 25 from Atlanta, and has a population of about 300; one steam saw mill, office of Southern Express Co., one common school and three churches—Presbyterian, Methodist and Baptist. Mail daily each way. J. C. Johnson, P.M.; B. F. George, assistant.

PANOLA.

Decatur, the county seat, is 12 miles northwest; Lithonia, the nearest shipping point, 7 miles distant, via which the distance to Atlanta is 28 miles. From South River, power is derived to operate one saw and grist mill and cotton factory. Has about 200 inhabitants, one church—Methodist—and one common school. Weekly stages communicate with Lithonia. Warps and ropes are principal articles shipped. Mail daily by wagon. R. M. Clarke, P.M.

PANTHERSVILLE.

A small settlement of 25 inhabitants, 7 miles south of Decatur, its nearest shipping, express and telegraph station, and 13 from Atlanta. Mails triweekly. No information received.

SMITHTON.

Is a small place, with perhaps 20 inhabitants, 3 miles southwest of Decatur, the county seat, and 4 from Atlanta. Two paper mills nearby,[24] are operated by power from the Ocmulgee [South] River. Mail daily. Thomas J. Terry, P.M.

STONE MOUNTAIN, Ga. R. R.

A thriving little town of perhaps 750 inhabitants, 10 miles east of Decatur, the county seat, 16 from Atlanta, and 155 from Augusta. It has two academies, one common school, three churches—Baptist, Methodist and Presbyterian—and a saw mill and cotton gin operated by steam power. Cotton and granite are the principal shipments; about 4,000 bales of cotton shipped annually. The mountain bearing the same name is about one and a half miles distant, and is one of the most interesting features of this section of the State. It is almost a solid mass of granite, rising from a basin much lower than the surrounding lands, to an elevation 1,686 feet above the level of the sea, and its value for quarrying can scarcely be estimated. Mail daily. S. Peck, P.M.

FULTON COUNTY

ADAMSVILLE.

Seven miles west of Atlanta, the county seat, is a county post office and near the Chattahoochee River. Has Methodist and Baptist churches and one school. Cotton is the chief shipment. Mail stage communication daily with Atlanta and Douglasville. Population 100. A. H. G. Howell, P.M.

BEN HILL.

Known also as Mount Gilead Cross Roads, is a small hamlet 9 miles southwest of the city of Atlanta, receiving mail weekly by carrier and horse. There is located at this office and in the immediate vicinity, a Methodist church, an institution of learning known as Mount Gilead Academy, and two steam grist and saw mills. John M. Baker, P.M.

BOLTONVILLE, W. & A. R. R.

Located on the Chattahoochee River and Peachtree Creek, is a place of 100 inhabitants, 7 miles from Atlanta, its nearest telegraph and express office, and 133 from Chattanooga. Station known as Bolton and sometimes called Fulton. The place contains two churches—Baptist and Methodist—common schools, and is a manufacturing point of no little importance. Unlimited water power is derived from streams above named, operating at present merchant mills, furniture factory, etc. Near this place, on the Chattahoochee River, is being erected a large pontoon mill. The steam ice manufactory of Mr. Albert Howell of Atlanta is being enlarged to the capacity of twelve tons of ice per day. About four millions of good brick have been manufactured here of the best clay to be found in the State. These products, with flour, meal and wood, comprise the shipments. Mail daily by rail. Thomas Moore, P.M.

EAST POINT, Atlanta Div. C. R. R.

A place of 250 inhabitants, at junction of A. & W. P. R. R., 6 miles from Atlanta, 97 from Macon and 81 from West Point. The village has two churches—Baptist and Methodist—common school and steam gin, grist and saw mill. Cotton raised in this neighborhood is sent to Atlanta. Express, Southern. Mail four times daily. Robert F. Thompson, P.M.

EDWARDSVILLE, A. & C. A.-L. Ry.

Seven miles northeast of Atlanta, the seat of justice and nearest express office. It has a population of 20; two gins and a saw and planing mill, operated by steam. Methodist and Presbyterian churches in the neighborhood. Mail daily each way. William A. Crawford, P.M.

HAPEVILLE.

A small place of about 90 inhabitants, 8 miles southwest of Atlanta, the seat of justice. It has a saw and grist mill operated by steam, and one school. The religious organizations are Methodist, Baptist and Presbyterian, but they have no churches. Fruit and fruit trees are the chief exports. About 400 bales of cotton shipped annually, most of which is hauled to market by wagon. It is located near enough the railroad to receive mail twice a day. Samuel H. Perkins, P.M.

HOWELL'S MILL.

Post office at a private residence on Peachtree Creek 5½ miles from the city of Atlanta. The mills here are combined grist and saw, planing machine and cotton gin. Cotton, flour and meal are shipped. Mail daily by special carrier. Clark Howell, P.M.

OAK GROVE.

Was discontinued as a post office December, 1878, and all papers transferred to Roswell.

Eighteen-eighty closed frigidly in Atlanta. S. P. Richards recorded in his diary on December 29th:

"When we waked this morning the ground was covered with snow which continued to fall until 5 or 6 inches deep, and it has been getting colder all day until now at 10:15 PM the mercury stands at 2°, several degrees lower than I ever recollect to have seen it, certainly at the South. By morning it will be about 6° I expect—it was 2 below."

Again on the 31st:

"The snow still covers the ground and the street-cars have not run for 3 days!"

NOTES—CHAPTER 58

[1] U. S. Census, 1870 and 1880.

[2] Reed, *Atlanta,* 264.

[3] *City Directory,* 1880, p. 34.

[4] Kenneth Coleman, "The Georgia Gubernatorial Election of 1880," *G.H.Q.* (June, 1941), 89-119; Tankersley, "John B. Gordon," *loc. cit.,* 445-467; Saye, *Constitutional History of Georgia,* 316.

[5] No. 353, corner Merritts Avenue.

[6] Young Men's Library Association, south side of Decatur Street just east of Pryor—still standing.

[7] Northwest corner Garnett Street.

[8] Present site of Ed S. Cook School on Memorial Drive, corner Connally Street.

[9] Still standing, northwest corner Edgewood Avenue, and occupied by the Haverty Furniture Co.

[10] Then located on the present Southern Railway belt line—west side, south of Irwin Street.

[11] Present site of First Baptist Church. The old George Winship home occupied the present site of the Howell House, northwest corner 3rd St.

[12] Southeast corner Pryor and Alabama Streets.

[13] Site of present Fulton County Court House.

[14] Northeast corner Hunter Street.

[15] North side of Alabama between Whitehall and Pryor.

[16] Northwest corner Marietta and Forsyth Streets.

[17] *Atlanta Constitution,* Sept. 9, 1880.

[18] "Miss Hanna's Reminiscences," *Atlanta Journal Magazine,* Aug. 10, 1930.

[19] Henry Jackson, comp., *The Code of the City of Atlanta* (Atlanta, 1870), 117.

[20] *Atlanta Constitution,* May 2, 1937.

[21] *Ibid.*

[22] June 15, 1880.

[23] "Garrett's Necrology."

[24] Operated respectively by McNaught & Scrutchin and James Ormond, all of Atlanta.

CHAPTER 59

1881

THE election for mayor held December 1, 1880, was close and spirited. James W. English, the losing candidate of two years before, emerged the victor this time, with 1,433 votes against 1,379 for Hannibal I. Kimball. Banker Robert J. Lowry won the post of alderman-at-large over A. N. Watson, a colored citizen, by the decisive vote of 2,706 to 93.[1]

New councilmen elected at the same time were: First ward, Albinus J. Pinson; second ward, Reginald H. Knapp; third ward, David A. Beatie; fourth ward, Jack W. Johnson; fifth ward, Warren D. Payne. On July 4, 1881, the following officers were elected by council: clerk, J. H. Goldsmith; treasurer, Robert M. Farrar; marshal, Walthall R. Joyner; auditor and recorder, Howell C. Glenn; city attorney, W. T. Newman; city engineer, Robert M. Clayton; tax receiver and collector, J. A. Anderson; sexton, William A. Bonnell, and hall keeper, Jacob Morris.[2]

It was during the year he was elected mayor, 1880, that Captain English built his two-and-a-half-story red brick residence at 34, later 40, Cone Street. This home, long a downtown landmark, was one of the first in Atlanta to be equipped with electric lights and a telephone. Given a choice between the Cone Street lot and another on Peachtree, Mrs. English chose the former, because she said that here her men would come home to dinner, and she wanted them three times a day. And so the house became, and remained, a center of life for the family and their friends.[3] It was occupied by Captain English to the end of his long life in 1925.

A crying need of the city at the time Mayor English took over in 1881 was that of street paving. The new chief executive started the ball rolling by appointing John Berkele, Michael E. Maher and William H. Venable as a Board of Commissioners of Streets and Sewers. The era of paved streets was soon to begin.[4]

It was high time, if we may judge from some pungent observations published by the *Constitution* on January 7, 1881:

"OUR STREETS

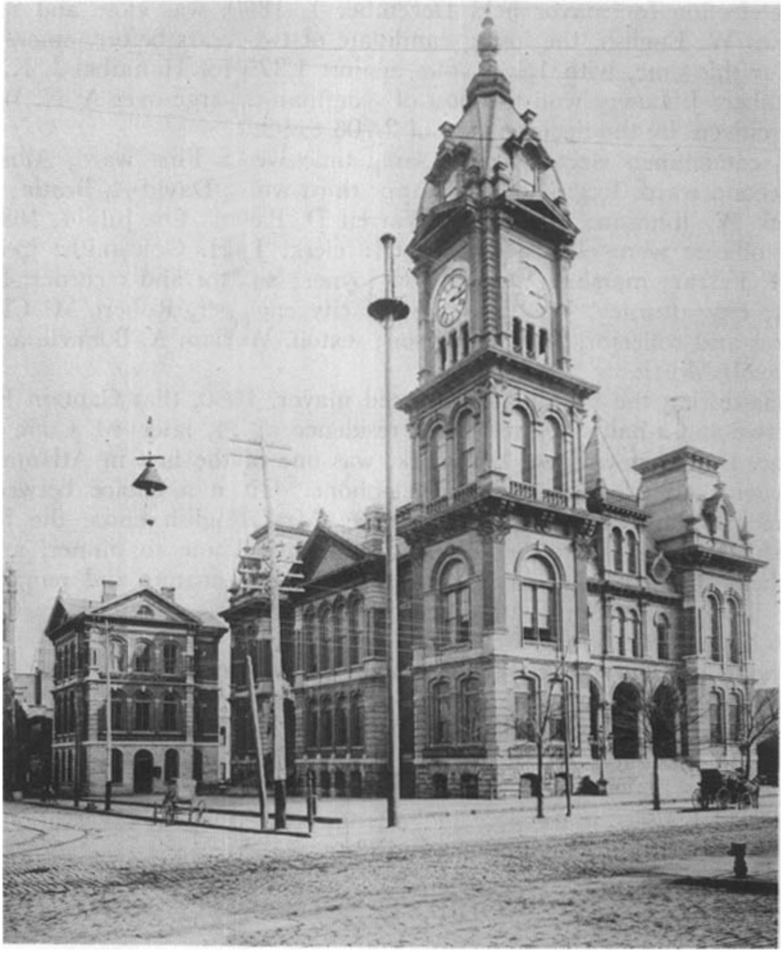
AND THEIR MISERABLE CONDITION

What one of our reporters on stilts saw on his travels through mud and slush—the probable remedy that will be applied by our City Fathers.

"Yesterday when the managing editor instructed a mud-bespattered reporter to write up the condition of the streets, the young man was bewildered with the immensity of the undertaking.

"He walked to the window and gazed for a full quarter of a minute at the scene which Broad Street presented. This macadamized thoroughfare was half a leg deep in mud and the black loblolly left by the thawed snow made the street look like the sluggish waters of a filthy canal. It was so all over the business part of the town. At the car shed the water and mud ran in and formed a most unsightly and disgusting spectacle. Pryor Street crossing is awful to behold, and when the pedestrian reaches the corner of Hunter and

Pryor he is simply dumbfounded. Yesterday a gentleman who was coming up into the city reached this delectable place and there he halted. He was dressed in what was evidently his Sunday best, and his shoes shone as only an Atlantan's shoes will shine when he starts somewhere. The gentleman hesitated awhile, and finally gave a negro fifteen cents to take him up bodily and carry him over the mud. This actually occurred.



(Courtesy Atlanta Historical Society)

Fulton County Court-House, as it appeared about 1890, erected 1881 and replaced by present building on same site, 1914

"Hunter Street is in a bad condition, and in bad weather is a source of much trouble to funeral processions and parties who visit the cemetery for any purpose, and the cemetery [Oakland], in the absence of a park, is quite popular with those of our citizens who enjoy a pleasant stroll.

"Pryor Street has always given the city much trouble and there are portions of it now which would be better for a little work.

"Peters Street is known all over the city as a disgrace to Atlanta so far as its condition is concerned. The numerous holes in the street have proven a source of great annoyance to farmers and wagons from the country. It is one of the most used of any of our streets and should receive immediate attention. The sidewalks are in a wretched condition. At the Central railroad crossing it is one mass of slush and just beyond that point the condition is almost as bad. There are a few spots which are kept in a moderate state considering that it is in Atlanta, but these are mainly under the awnings and sheds of the little shanties, and are really of little comfort to the pedestrian up to his knees in mud everywhere else. This street is also poorly supplied with gas.

"Nelson Street is worthy of mention as one whose sidewalks are nearly up to the average in point of general cussedness; principally on account of the mud in the neighborhood of Walker Street school-house and the short supply of gas out that way.

"Between Nelson and Marietta are many streets whose sidewalks make a man shudder to see them. Foundry, Mangum, Rhodes and dozens of small streets are almost impassible to a man who is walking.

"And now we come to Marietta Street and the classic Brooklyn.[5] Marietta is an important street and has a heavy amount of travel, and yet beyond Spring Street there is not a piece of paving on the whole street. A man has to splutter around in the mud until he is heartsick. Between Marietta and Peachtree the streets are in a frightful condition, and in bad weather are almost impossible. The hills on Alexander Street are a mass of stiff mud which few teams can get over with a load on.

"Peachtree is in a very fair condition, but is crossed by some streets which are in a wretched state.

"Houston is simply immense when it comes to sidewalks. The street is very well supplied until Collins [Courtland] is reached, at which the pavements end. Beyond that point there is mud enough to build a town. Between Collins and Calhoun [Piedmont] the people have abandoned the sidewalk and walk in a gully three feet deep. At the corner of Calhoun the mud is nearly knee deep and not a sign of a crossing. At the corner of Butler the wagoners who are handling material for the new colored school house, have been driving on the walk until it is a mass of mud. The hill just beyond is almost impassable.

"Wheat [Auburn Avenue] Street is but little better, and the cross streets are in wretched condition. Fort is a mass of mud from Wheat to Houston.

"Decatur completes the list of prominent streets and is in very fair condition as far out as Bell Street. The smaller streets have not been named, as they will hardly come in for a share of improvements before the larger streets are served.

"There are in Atlanta hundreds of women and girls who are employed in the business part of the city, and whose limited means compel them to live in the suburbs of the city. These women and girls are forced to tramp and wade through this mud twice a day, and the only wonder is that no more of them fall victims to consumption and pneumonia. Three or four thousand school children, delicate boys and girls, wade through it every day. It is simply unbearable and should be remedied in some way.

"Mayor English, in his inaugural address said:

'We have authority now in our charter and suitable ordinances by which we can require property owners to pave the sidewalks in front of their property.

This law should be promptly and impartially enforced, and on their failure to do the work, the city should do it as soon as the weather will permit, and collect the cost of such improvements in the manner prescribed by law. Another winter should not, and must not, find our sidewalks in their present condition. When we have, in this way, provided for pedestrians, we will have relieved ourselves of a considerable part of our task.

'This law, if enforced, would give us the earliest and most satisfactory relief; still several months would be required to get the entire city paved. Certainly by another winter we can have our sidewalks in good condition, and if the present city council gets the streets out of their bad condition and Atlanta rises above the mud, they will have truly done a great work, and one which will win for them the lasting gratitude of our citizens. If, on the other hand they neglect their duty and another winter finds us still deeper in the slush the people will feel justly indignant.'

"In a short conversation with Mr. Berkele, chairman of the street committee, yesterday, the *Constitution* learned that the plan proposed by Mayor English would most likely be adopted. The cost of such sidewalks is lighter than is generally supposed. Brick walks with granite curbing can be put down for forty dollars for a fifty foot walk nine feet wide. Both Mayor English and Mr. Berkele are fully alive to the importance of the matter, and will use every effort in their power to remedy the evil. No meeting of the committee has been held yet, but plans and estimates are being arranged and the propriety of enforcing the law will be thoroughly discussed.

"The crossings in the heart of the city are in very fair condition now, Mr. Berkele having had the city chain gang cleaning them off for the past few days. Today, such of the mud as is dry enough will be raked up and hauled away, so that in a day or two the business part of town will be in a reasonably good condition.

"The street committee expended about $21,000 last year, and probably not more than $25,000 can be spent this year, so it will be seen that little real benefit will come from that source. The plan of having property owners to pave the walks in front of their property seems to be the most popular with the city fathers and the city's money will be spent in fixing up the streets. We hope to be able to chronicle something more definite in a short while."

Prior to September 19, 1881, wheeled vehicles for hire in Atlanta operated sans license tags. On that day the free ride ceased when council passed an ordinance requiring hacks to carry license tags, the forerunner of automobile license plates.

The same ordinance also regulated hack drivers and prescribed that drivers remain on the hack, or at least not get nearer the sidewalk than the curb line in soliciting prospective patrons; that hacks carry driving lights at night with the license number plainly indicated on the light globe, and that penalty for violation be the same as for the conviction of the unhaltered-mule measure of 1877.[6]

At the same time trouble developed with drivers of private vehicles cutting funeral processions. Accordingly, on November 7, 1881, an ordinance was passed prescribing a $100 fine or 30 days for splitting a funeral procession, or for impeding, retarding or interfering with such a procession.[7]

Several changes were made in Fulton County's official family early in 1881. William L. Calhoun succeeded Daniel Pittman as ordinary; Cicero H.

Strong succeeded J. S. Holliday as clerk of the superior court; Angus M. Perkerson, a former sheriff, succeeded William A. Wilson in that office; James O. Harris succeeded William Ezzard as tax receiver, and Frank A. Hilburn succeeded Dr. W. G. Drake as coroner. W. W. Clayton had succeeded S. R. Hoyle as tax collector in May, 1880.[8]

The official family was likewise enlarged during the year by the creation of a Board of Commissioners of Roads and Revenues for Fulton County. The Act creating the Commission and defining its powers and duties was passed by the legislature and approved on December 3, 1880, by Governor Colquitt. By its terms the Act created a board of five persons to be elected by the first grand jury of the spring term, 1881, of Fulton superior court—one member for one year, two for two years and two for three-year terms. The board had jurisdiction to dictate and control all the county property, levy taxes, establish, alter or abolish roads, bridges and fences, and generally supervise county affairs.[9]

It was provided that the Act creating the Commission should not interfere with the committee appointed by the Judge of the Superior Court to superintend the building of a new Fulton County court-house, but that said committee, consisting of Daniel Pittman, Green T. Dodd, John Collier, Walter R. Brown and Dr. Henry H. Tucker shall continue to superintend the construction of the court house[10] at Pryor and Hunter streets.

Five men were duly elected by the grand jury—John R. Gramling, wholesale shoe merchant; Samuel B. Hoyt, lawyer; Clark Howell, of Howell's Mill; Green T. Dodd, wholesale grocer, and Calvin W. Hunnicutt, gas and plumbing fixture dealer. They met the first Monday in May, 1881, after taking the oath of office, and began earning their compensation—$100 per year.[11]

First job of the Commission was to elect John Tyler Cooper, clerk, a position he held for several years. Average amount spent during the first year was approximately $8,000 per month.[12]

Also during the first meeting the board ordered the clerk to run an advertisement in the *Constitution* calling for bids to be made for wood work and masonry for repair of the Howell Mill bridge. A superintendent of the chain gang was named at a salary of $75 per month, with the use of a "horse at his own expense." A salary of $25 per month was fixed for a janitor, whose duties were to care for the county's portion of the city hall. It was also ordered, "that from and after this date all applications for use of courtrooms for entertainments in the city hall be refused."[13]

Only two changes were made in De Kalb County officers at the beginning of 1881. John B. Steward succeeded H. V. Bayne as ordinary, and Thomas R. Floyd became tax collector, succeeding James T. Veal.[14]

During the same year De Kalb acquired five new post offices, Redan, on April 12th, with John T. Alford as postmaster; Snapfinger, on June 15th, Lorenzo M. Duren, postmaster; Saterfield, August 29th, James F. Henderson, postmaster; Chamblee, October 20th, James M. Bentley, postmaster, and Dunwoody, November 18th, Josephus Compton, postmaster.[15] Of these five places only one was ever incorporated as a town—Chamblee, on the Southern Railway, by Act of the Legislature approved August 17, 1908.[16]

Eighteen eighty-one was another boom year in Atlanta buildingwise. The *Constitution,* in reporting the activity on June 7th, said:

"Atlanta is just now in the midst of the greatest boom which she has ever enjoyed. Yesterday a *Constitution* reporter inspected the program of the work on several of the largest buildings which are now going up in the city and was pleased greatly with what he saw.

"The first place visited was the new court house, which was designed by Parkins & Bruce and is now being built by Pat Lynch. The basement walls are nearly completed and the work will continue to be pushed forward rapidly. The building will be finished by next June and will be very handsome, costing the county one hundred thousand dollars in round numbers. It is located at the corner of Hunter and Pryor streets.[17]

"The next building in importance is the Moore & Marsh building, at the corner of Pryor and Line streets. This building is five stories high, built of brick, with numerous iron columns of immense size cast here in the city, and will cost about one hundred thousand dollars. It fronts 63 feet on Line Street [Edgewood Avenue] and is 115 feet across at the rear end. It runs along Pryor Street 166 feet and is 154 feet long on the opposite side. The work is done by the following contractors: Architect, Calvin Fay; carpenter work, Moses Lipes; stair and finishing work, H. M. Beutell; brick work, Cook & Stewart, galvanized iron and tin work, Stewart & Fain. The building will be completed in about two months.[18]

"The factory of the Fulton Cotton Spinning Company is the next most important piece of work in the city. This building is now in course of erection on the line of the Georgia Railroad just inside the city limits. The amount of capital employed is not known, but it is supposed to be a snug sum. The foundation for the building proper will go up in a few days. The warehouse is already going up and several houses for operatives are now completed. The company are making the brick for the building near the place. The factory will run 14,000 spindles and employ several hundred operatives. It will be pushed rapidly forward to completion.[19]

"The work on the Atlanta City Brewery is progressing finely. It will be remembered that this building was destroyed by fire during the winter [1880]. The company has determined, however, to profit by the disaster, for in place of the old building is rising one of the largest breweries in the southern states, with the most improved machinery known to modern times. Mr. [Gustave E.] Leo, the architect, is kept busy directing the work and one-third of the building has been completed. Two thousand cubic yards of dirt and rubbish have been removed in making the excavations. The building covers 130,000 square feet of ground; the cellars contain 2,000 perch of rock; the building will require 110.000 feet of lumber and 600,000 bricks. The outlay for the rafters for the cellar arches alone will be nearly one thousand dollars, and for the entire building is estimated by outsiders at fifty or sixty thousand dollars. The company will manufacture about 120 barrels of beer per day, or more than 36,000 barrels per annum. A malt house will also be added.[20]

"The grain elevator was mentioned Saturday, but to make this article complete it would not be amiss to state again that the building will be located at the foot of Spring Street on the Western & Atlantic Railroad, and will, together with the machinery, cost upwards of $30,000, and have a capacity of 180,000 bushels.

"The warehouse which is going up near Porter & Meakin's foundry for Langston & Crane is an immense affair fronting 310 feet on the Georgia Railroad, and containing 60,000 square feet of flooring. It will be built of granite and will be the largest single story warehouse in Georgia. Fay & Eichberg are the architects.

"St. Philip's Church, the beautiful and tasty designing of John Moser, is rapidly moving forward, showing from day to day new features of architectural beauty. The roof is a monster affair, towering up 60 feet above the brick walls.

"The whole building is the beginning of a new departure in architecture, in the direction of cultivated artistic taste. As it is gradually unfolding itself, new points of interest become visible about the building. The side windows, which unfinished were quite a riddle, now, since completed, are a most beautiful combination of graceful form and usefulness. The columns, the most important factors in architectural form, are here an especial success; there is harmony of lines and proportions that can challenge the Greeks, and a subtle feeling in the artistic details of the foliage that equals their best examples. It will cost about $35,000 when completed.[21]

"Thus it will be seen that seven buildings now in course of erection will aggregate in cost nearly, if not quite half a million dollars."

Another construction project, hanging fire since 1854, and of considerably more magnitude than any of those noted by the *Constitution* in its June survey, also got under way in 1881—the railroad to Birmingham.

The old Georgia Western, chartered in 1854 by a group, for the most part Atlantans, had been a railroad on paper only until after the war. During the 1870's the company had been reorganized with Campbell Wallace as president. A contract was let to Grant, Alexander & Company, and the roadbed was graded 27 miles to Douglasville. Bridges were built over the Chattahoochee River and Sweetwater Creek. Financial difficulties then intevened and the Georgia Western charter was secured by the L. & N. Railroad. By June, 1881, General John B. Gordon had acquired the charter from the L. & N., and, with the assistance of the Richmond & Danville Syndicate, organized the Georgia Pacific Railroad, of which he was made president. The new company, backed by $10,000,000 capital, immediately set about to build a line from Atlanta to Birmingham and thence west to the Mississippi.[22]

The new railroad president, General Gordon, together with A. S. Buford, president of the Richmond and Danville, and other directors and officers of that road, were tendered a complimentary banquet by the business men of Atlanta at the H. I. Kimball House, on June 7, 1881. The brilliant affair was presided over by Benjamin E. Crane, president of the Chamber of Commerce, whose opening speech concluded with a toast, "John B. Gordon: May his railroad enterprise be as successful as his career in war and peace has been glorious." Other speakers of the evening included Gordon, Senator Benjamin H. Hill, Judge Logan E. Bleckley, Mayor English, George W. Adair, Hoke Smith, then a rising young lawyer of 31, Henry W. Grady, E. C. Gordon, brother of the General, John N. Dunn, Jonathan Norcross, H. I. Kimball, Evan P. Howell, N. J. Hammond, Lamar Cobb, of Athens, Rufus B. Bullock, Robert F. Maddox, and William L. Calhoun. Music was furnished by the Fifth Artillery Band.[23]

That no one went hungry that evening is attested by the menu:[24]

MENU

Black and Green Tea, Iced Tea,
Chocolate Tea, French Coffee.

Broiled.

Fresh Salmon, Spring Chicken, Lamb Chops.

Releves.

Spiced Roulette of Beef,
Smoked Beef Tongue.

Roast.

Chicken, Young Pig, Tame Duck,
Saddle of Mutton, Magnolia Ham.

Mayonnaise.

Lobsters, Chicken, Lettuce,
Deviled Crabs, Sardines, Boned Chicken.

Breads.

French Rolls, French Twist,
Cream Crackers, Beaten Biscuit,
Graham and Rye Bread, Light Bread.

Relishes.

L. and P. Sauce, Tomato Catsup,
Mixed Pickles, C. and B. Chow Chow,
Spanish Olives, Tomatoes,
Cucumbers, Apple Jelly, Current Jelly.

Fruits and Confections.

Fruit Cake, Ornamented Citron Cake,
Pound Cake, Lady Fingers, Almond
Maccaroons, Cinnamon Kisses,
Lady Cake, Queen Drops, Currant Drops,
Pyramids of Fruit, Strawberry Ice Cream,
Vanilla Ice Cream, Frozen Roman Punch,
Macedoine of Fruits, Champagne Jelly, Blanc Mange,
Charlotte Russe, Orange Float,
Oranges, Apples, Bananas, Almonds,
English Walnuts, Pecan Nuts, Brazil Nuts,
L.L. Raisins, Pine Apple Cheese and Crackers.

Wines.

Haute Sautine, Sherries-Topaz, Amontillado,
Champagnes—Heidseick & Co.'s Dry Monopole, Mumm & Co.'s Extra Dry.

The driving of the first spike on the Georgia Pacific,[25] November 18, 1881, brought forth some strenuous exertion upon the part of President Gordon. Said the *Constitution*:[26]

"On yesterday General John B. Gordon, Mrs. Gordon and several gentlemen belonging to the working staff of the Georgia Pacific, took the exposition train at the depot and went out to Oglethorpe Park.[27] Upon reaching the park at about 2 o'clock they struck across the fields for about 200 yards until they came to a large force of workmen who were busily working on the roadbed of the Georgia Pacific. A long line of cross-ties was laid on the bed, and steel rails were stretched on each side of the ties for about a quarter of a mile. The spikes were lying in a small pile near the spot where Gen. Gordon and the party stopped. As they came to a halt the managing engineer walked up to them and handed General Gordon a heavy hammer and informed him that it was the desire of those in charge that he should drive the first spike in the track laying for the Georgia Pacific.

"The first rail was laid in position and the spike adjusted. General Gordon raised the hammer above his head, it fell upon the spike, and the work of laying the steel rails on the Georgia Pacific was actually begun. The General seemed determined that there should be no doubt about the spike being driven in, and one piece of rail certainly fastened. He therefore, rained blow after blow upon it until its head was buried almost out of sight and the engineer had to ask him to stop.

"As soon as this formal ceremony was over General Gordon retired; the workmen came to the front, new rails were put into position, and the work went steadily ahead. It was said that a quarter of a mile of rails would be laid and fastened before dark last night, and that the track laying would proceed at a rate of a mile a day at present. The force now at work will be added to as rapidly as possible.

"In reply to a question as to whether or not the track laying would be carried beyond Douglasville without delay, we were informed that it would be pushed to Oxford, Mississippi, without delay or stoppage. . . .

"There was a considerable crowd of people upon the bridge in front of Oglethorpe park watching the proceedings, and there was very general congratulation through the city yesterday afternoon, as soon as it was known that the work had actually been begun. . . ."

Two years were to elapse before train service from Atlanta to Birmingham was inaugurated.

Another public utility, devoted to communication rather than transportation, was also making progress in Atlanta during 1881. The Southern Bell Telephone Company, which had already opened several exchanges in other parts of the South, offered to buy the Atlanta exchange from its somewhat disheartened owners. Negotiations were speedily completed, and on September 24th, the first switchboard exchange in Atlanta was opened.[28]

As previously noted, the first telephone installation in the city had been made in 1877, on the premises of the W. & A. R. R., connecting passenger agent B. W. Wrenn's office with that of the train dispatcher's office in the Union depot.

The gist of the first conversation is worthy of record. It was about noon, and the telephone workman had just completed the installation. As he was leaving, Mr. Wrenn, who was slightly timorous about the outcome, asked if "it would work now."

"Oh, yes," was the answer.

"And can I talk over it?"

"Of course."

"How do I work the thing?" asked the railroad man.

The installer turned the crank to ring and then said:

"Here he is."

Mr. Wrenn picked up what then served as a receiver and put it to his ear.

"Who's there," he called.

"Kontz, Anton Kontz. That's Wrenn, ain't it?"

"Yes, I'm hungry. Send word to Henry Durand to get me a good dinner."[29]

Among the new citizens acquired by Atlanta in 1881, was a thirty-year-old Morrow County, Ohio, farm boy, who arrived in September from Cleveland. His name was Hyatt M. Patterson, and he came to accept a position with George R. Boaz, undertaker and livery stable proprietor, the two businesses generally being associated in those days. Young Patterson's interest lay in the undertaking phase of the operation, he having served an apprenticeship in Cleveland.[30] A few months later Mr. Boaz, was not only advertising his facilities, but also his new associate. The following appeared in the *Constitution* for January 18, 1882:

H. M. PATTERSON, Undertaker

No. 18 Loyd St. Markham House
block, Atlanta, Ga.

Keeps a full line of metallic and wood Caskets and Coffins, Burial Robes, etc., of best manufactures. Fine hearses and carriages at reasonable prices. Prompt attention to telegraphic and all other orders day and night. A perfect embalming process. Located opposite telegraph office and passenger depot.

G. R. BOAZ,
Proprietor.

By early 1883 Mr. Patterson had severed his connection with Mr. Boaz and formed a partnership with Michael Bowden. In March of that year Patterson made quite a name for himself by his skillful handling of the funeral of Governor Alexander H. Stephens. The *Constitution,* in reporting the event, said:

"It took the funeral procession just half an hour to pass a given point. Mr. H. M. Patterson, the undertaker, may well congratulate himself on his success. It was universally pronounced the most successfully managed large funeral ever known in Atlanta, where so much had to be handled."[31]

Through the years Mr. Patterson had charge of the funerals of some of Georgia's best-known citizens, including Governors Joseph E. Brown, Allen D. Candler and Joseph M. Terrell. A few years after his death, which occurred in October, 1923, his son, Frederick W. Patterson, long associated in the business, erected the beautiful mortuary at Spring and Tenth streets, known as Spring Hill. It was opened in October, 1928.[32]

While great material improvements were being made in the Atlanta of 1881, the city also had its seamy side. On July 19th a *Constitution* reporter set forth to investigate the haunts of the lowly and vicious—Pig Alley, Happy Hollow, the Anthole, the Beaver Slide, Campbell's Row, Hell's Half Acre, and other romantic and classic abodes. His findings follow:[33]

"Few people in Atlanta ever stop to consider how the colored people of the city live. We see them every day; they are about us and work for us, and at night go to their homes; but what these homes are and where they are, and the little picture that each hearthstone presents, we never think of. There is, however, an attachment between many employers and the negroes whom they employ, which springs naturally, and in many instances leads to numerous little acts on the part of the employer which help to smooth the path for the dependent colored brother to pass over. But by far the largest proportion of negroes are never really known to us. They are not employed in private homes, nor in the business houses, but drift off to themselves, and are almost as far from the white people, so far as all practical benefits of association are concerned, as if the two races never met.

"A study of this class of our population is most interesting. Yesterday, a *Constitution* reporter, while sitting in the arcade of the Kimball, conceived the idea of writing up briefly some of the most prominent haunts and homes of these people. Sallying forth, he drifted down the shady side of Decatur Street to the rear of the handsome block of buildings which front the Kimball, where he found the first negro establishment which was to come under his observation. It was a negro barber shop, and inside some eight or ten men, who, a few years ago, were slaves, were submitting their beards to the tonsorial artists with all the free and easy style of professional bloods.

"But the reporter grew tired and turned away from the barber pole establishment and drifted on down to the corner of Ivy. It was nearly sundown and the street was packed with colored people of every size and class—big, little, old, young, black, yellow, mad, happy, sad, men, boys, women, girls, all together in such a squirm of confusion as to require an expert to make his way along the sidewalk in anything like a satisfactory manner. As usual an ice cream vendor had gone into camp at the corner, and at regular intervals of thirty seconds his lusty voice would announce that he was disposing of ice cream of an unsurpassed quality, 'cold and hard.'

"A little way down Ivy Street the reporter encountered the odor of frying fish—an almost sure sign of a negro lunch house. There are hundreds of these little six by nine establishments over the city, where the whole stock in trade amounts to a boiled ham, the ever-present fried fish and bread to go along. These lunch houses are generally the essence of filth, but there are some that are quite decent. One in particular furnishes many white families with bread.

"But the reporter pushed his way further still until he peeped into the rear room of the Willingham building,[34] and stood face to face with a colored undertaker's establishment. Here the pauper coffins are made—plain pine boxes in which are borne to the potter's field the unfortunates who die in poverty. The reporter looked at the kind-hearted old undertaker [Mitchell Cargile] and at the plain coffins and mused: How different are the funerals this old man attends from those where wealth and position provide long lines of carriages. No monuments are reared over the graves he makes, yet the pauper in his plain pine box, may find in an unmarked grave a rest as sweet as falls to him who sleeps beneath a marble shaft.

"But the reporter recovered his mental equilibrium and moved on to the unpoetic Beaver Slide, a delectable locality at the rear of the Willingham Building. The Beaver Slide is a succession of small houses, one-story in height, all touching and covering a lot probably 150 feet fronting on Ivy street. The rooms are the smallest imaginable, and, with the numerous inhabitants, filth and general repulsiveness, present a picture that beggars description. Aside from the sleeping rooms there are several front rooms devoted to business. The restaurant is there, together with a shoe shop, and further on down is a negro billiard room and a beer saloon. In the rear is a large room which is the Beaver Slide proper. Here by the light of a few smoky oil lamps, and to the soul-harrowing music of a string band, the colored beaux and dusky damsels, who rarely speak to a white person, trip the light fantasic toe, not forgetting to refresh themselves at the saloon counter when each dance is ended. The manner in which this place received its name is not known and can only be a matter of surmise. Judge Richard H. Clark, who reaches conclusions by a reasoning route, says that the name was given because of the great amount of passing in and out there like at the beaver slides on the banks of a creek.

"The Ant Hole was once a negro den in that locality, which gave the police no small amount of trouble. It was the room under the building at the [northeast] corner of Ivy and Decatur, and was certainly one of the worst places in the city. Negroes of the very worst type would congregate there and play cards, smoke and drink. It was a fit place to bear a harvest of criminals and doubtless many daring crimes had their conception there. It is now, however, in the hands of good men and is in every way a satisfactory place.

"Another place that does no credit to the locality is at the corner of Decatur and Collins streets. Here worthless negroes congregate, and a little further up Collins, at the Karwisch barracks the negroes live under a very bad state of affairs.

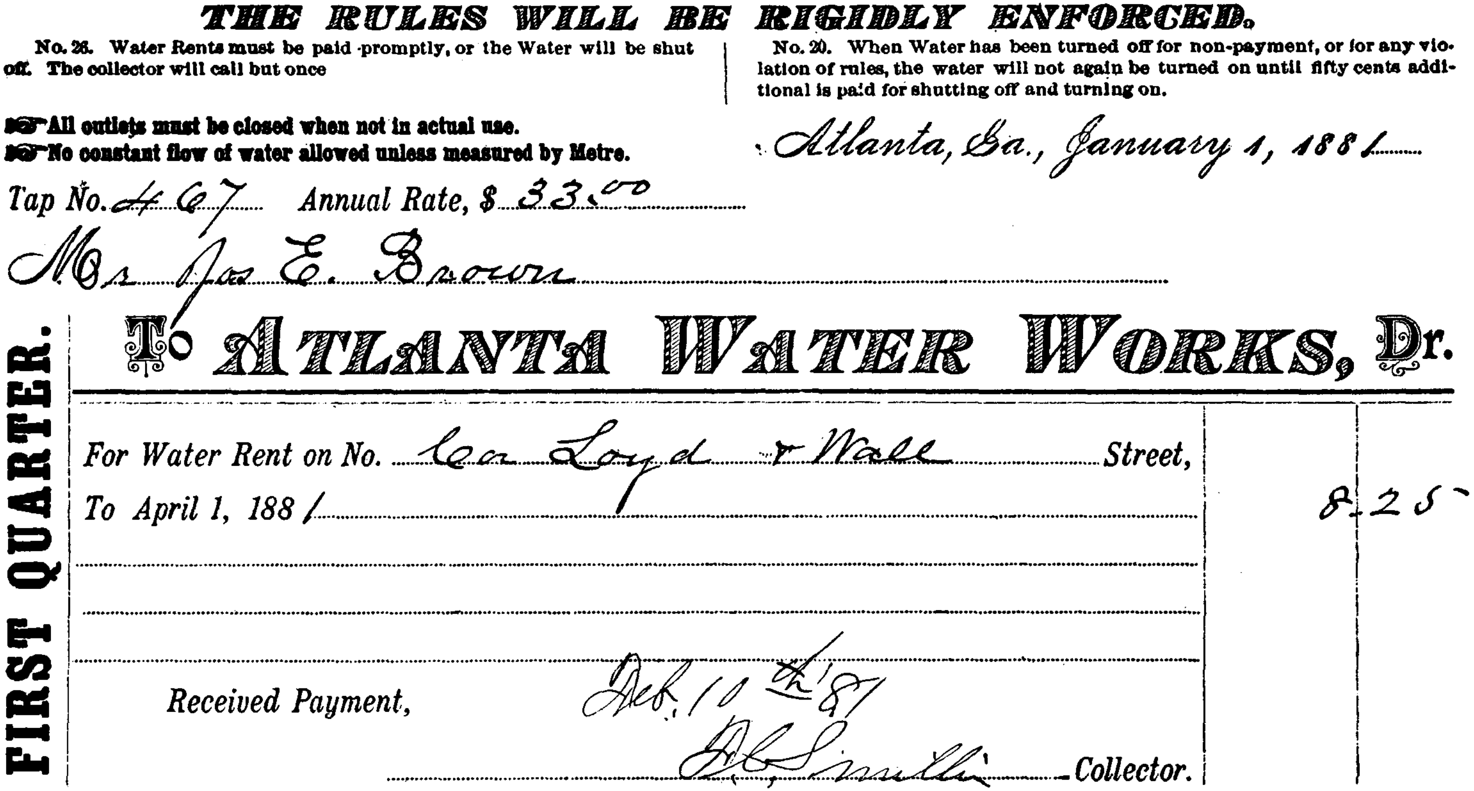
"Over in the rear of the fourth ward is Shermantown and Ellis Row, where worthless negroes and still more worthless whites live in the same neighborhood and sometimes in the same houses. Mechanicsville and Hell's Half Acre, out to the left of Whitehall Street, were once very bad localities, but have improved their morals.

"Fuller's Row and Campbell's Block, on the Central Railroad are two big negro neighborhoods, and from there one drops softly into Happy Hollow, a famous locality on Peters Street between Castleberry's hill and the barracks. Bone Alley and Pigtail Alley also contribute a share of colored citizens when there is any fun up. Happy Hollow is the home of George McKinney, a noted colored politician.

"Near the Central railroad crossing is another Campbell block. This is a lot about 150 feet square, twelve feet below the street and supplied with a semi-circle of negro cabins, in the center of which is a shed, under which, in true Lycurgus style, are the common implements of the laundry where all wash clothes harmoniously together until some sister gets in a bad humor.

"The reporter could have gone on all night picking out these localities, but this dose will do the reader for today.

"There can be no doubt that some of these dens, some of poverty, and some of vice, are the nests where the worst forms of crime are born and bred, and every true Atlantan must long for the good time coming when they will be choked out of existence by the demand for Atlanta space which will come



THE RULES WILL BE RIGIDLY ENFORCED.

No. 26. Water Rents must be paid promptly, or the Water will be shut off. The collector will call but once

No. 20. When Water has been turned off for non-payment, or for any violation of rules, the water will not again be turned on until fifty cents additional is paid for shutting off and turning on.

☞ All outlets must be closed when not in actual use.
☞ No constant flow of water allowed unless measured by Metre.

Atlanta, Ga., January 1, 1881

Tap No. 467 Annual Rate, $33.00

Mrs Jos E. Brown

FIRST QUARTER.

To ATLANTA WATER WORKS, Dr.

For Water Rent on No. Cor Loyd & Wall Street,
To April 1, 1881 8.25

Received Payment, Feb. 11th '81
A. L. Smith Collector.

(Courtesy Atlanta Historical Society)

Atlantans had enjoyed the convenience of a water system for less than ten years when this bill was issued in 1881. It covered service to the Brown Block on Wall Street from a better and more respectable class of people. In the few places which the *Constitution* has mentioned there is presented a field of labor for the philanthropist which it would require months of earnest toil to weed."

While Atlanta could not brag about the living quarters of its Negro population generally, its status as an educational center for the race was enhanced in 1880, by the founding of Morris Brown College, and, in 1881, by Spelman Seminary.

The movement to found Morris Brown College was conceived by the African Methodist Episcopal Church of Georgia, the object being to prepare Negro young men and women for all forms of Christian and industrial work. A site, at the northeast corner of Boulevard and Houston streets was purchased in 1881 for $3500, and the first building erected in 1884. It was added to in 1891, and again in 1901. Only high school courses were offered for several years, but in 1894 the trustees organized the liberal arts college and established the department of theology. In 1932 the preparatory school was abolished and the Williams Business College was made the commercial department. During the same year the old site on Boulevard was abandoned and the college moved to its present site, Tatnall and Hunter streets, where it occupies some of the buildings and part of the campus formerly used by Atlanta University. The college was named for Morris Brown, a bishop of the African Methodist Episcopal Church.[35]

Spelman Seminary, originally the Atlanta Baptist Female Seminary, was founded as a school for Negro women by the Misses Sophia B. Packard and Harriett Giles, both of New England. It had its inception under the auspices of the Woman's American Baptist Home Mission Society, with one hundred dollars in cash and pledges obtained from the First Baptist Church of Medford, Massachusetts.

The Misses Packard and Giles were attracted to Atlanta as a site for the proposed school. Upon their arrival in the city, the two women called upon Dr. Joseph T. Robert, president of Atlanta Baptist Seminary (later Morehouse College), for advice and guidance. He offered to take them to see the Rev. Frank Quarles, pastor of Friendship Baptist Church on the corner of Mitchell and Haynes streets.

The story goes that the pastor was in the church praying, imploring the Lord to send help for the Negro women and children. There was a knock at the door. He opened it to admit two women who had come to inquire about the possibilities of establishing a school, as though in direct answer to his prayer. Accordingly, the school opened on April 11, 1881, in the basement of the church, with eleven pupils.

Fortunately for the success of the new school, the interest of the late John D. Rockefeller, Sr., then of Cleveland, was secured in 1882, when the founders made an appeal for funds in a church in that city. A former student of theirs was the minister, and Mr. Rockefeller a member. About the same time an option had been obtained on the old barracks property near West End, recently vacated by United States soldiers, and, in 1883, the school moved from its church basement home to the barracks buildings. The enrolment increased rapidly, teachers volunteered their services and missionary societies, groups and individuals sent gifts of clothing and supplies. The Negro Baptists of Georgia gave $3000 and other Negro friends raised $1300 more. Nevertheless, after the time for payment for the new site had been extended twice, less than half the needed funds had been raised.

At this critical juncture, in 1884, the entire Rockefeller family visited the school. So favorably impressed were they with the work being carried on and attempted, that Mr. Rockefeller immediately gave enough money to clear the title to the property and to provide additional facilities. The name of the school was then changed from the Atlanta Baptist Female Seminary to Spelman Seminary in honor of Mrs. Lucy Henry Spelman, the mother of Mrs. Rockefeller.

The five frame buildings which had been used as a barracks gradually gave way to brick buildings. In ten years after its founding the school had grown from 11 pupils in a damp, dark basement to 800 pupils and a $90,000 plant.

Miss Packard died in 1891, and Miss Giles in 1909. Yet Mr. Rockefeller's interest and support continued, and other agencies and individuals contributed. The first college students were admitted in 1897, and, in 1901, the first college degrees were granted to two young women. Gradually the trade courses and the lower divisions were dropped, more emphasis being placed on college work. The name was changed to Spelman College in 1924.[36]

The outstanding local event of 1881, and perhaps the most far-reaching thus far in its beneficient results to the entire South, was the International Cotton Exposition, held at Oglethorpe Park from October 5th to December 31st.

The idea for holding such an exposition originated strangely enough, in the mind of a Boston gentleman, Edward Atkinson (1827-1905), economist, underwriter and inventor.[37]

In August, 1880, Atkinson had some correspondence on the subject with Colonel F. C. Morehead, of Vicksburg, Mississippi, following which he wrote a letter to the *New York Herald,* discussing the waste incident to the method then used in gathering the cotton crop. He advised the getting together of those interested in the production of this southern staple, at some point in the South, for the purpose of devising means of remedying this evil.[38]

Atkinson's letter to the *Herald* was picked up by the *Constitution* and reprinted on August 29, 1880, from which time editor Henry W. Grady enlisted himself in the cause of the exposition with all the fervor of an evangelist. The whole project coincided perfectly with his "New South" idea. Another Atlanta citizen, stirred to action by the prospect of a cotton exposition, was H. I. Kimball, president of the Atlanta Cotton Factory, and a personal friend of Mr. Atkinson.[39]

A few weeks later it was announced that Mr. Atkinson was about to make a southern trip in connection with his exposition idea. Friend Kimball invited him to Atlanta as his guest. The invitation was accepted, and, on October 28, 1880, at the solicitation of Kimball, Mayor Calhoun, Governor Colquitt, W. H. Henderson, Commissioner of Agriculture, and Benjamin E. Crane, President of the Atlanta Board of Trade, Atkinson delivered an address in the Senate Chamber of the State Capitol. He advocated Atlanta as a proper site for a Cotton Exposition, although his first thought was that it should be held in New York City.[40]

It was not until late November, 1880, that any very definite planning was done relative to the proposed exposition. On the 26th of that month James W. Nagle and J. W. Ryckman, of Philadelphia, publishers of the *Textile Record,* dropped into the *Constitution* office. They were bolstered by the very highest testimonials, and at the request of "leading spinners and machine men" of the northeast they had come South, they said, "as business men and not as adventurers," for the purpose of "pushing the exposition ahead."[41]

Less than a week later a committee upon organization was appointed with Governor Colquitt as chairman. He submitted a lengthy report to the next meeting which designated the organization "The International Cotton Exposition Association." Senator Joseph E. Brown was chosen president of the association. Samuel M. Inman was designated treasurer, and John W. Ryckman, secretary. The Executive Committee included the Mayor of Atlanta, ex-officio chairman, H. I. Kimball, Evan P. Howell, Edward Atkinson and John H. Inman, the latter of New York.[42]

In February, 1881, at the Chamber of Commerce, a series of meetings elicited sufficient interest among the citizens of Atlanta to determine them to effect a permanent organization; a corporation was organized, and on April 4th, a charter was granted to the Exposition Association by George Hillyer, Judge of the Superior Court of Fulton County. Thus equipped, the new enterprise commenced active operations.[43]

At first it was only contemplated that the Exposition should be confined to cotton and all that pertained thereto. The capital stock of the corporation was originally fixed at $100,000, in shares of $100 each. As the work was advanced, however, and as the country at large became interested in the subject, it was determined to open the doors of the Exposition to products from every section, and the capital stock was increased to $200,000.[44]

About the same time an Executive Committee was elected, composed of the following gentlemen:

H. I. Kimball, Atlanta, Ga.
B. E. Crane, Atlanta, Ga.
R. F. Maddox, Atlanta, Ga.
W. A. Moore, Atlanta, Ga.
M. C. Kiser, Atlanta, Ga.
L. P. Grant, Atlanta, Ga.
Jno. A. Fitten, Atlanta, Ga.
G. J. Foreacre, Atlanta, Ga.
Richard Peters, Atlanta, Ga.
E. P. Howell, Atlanta, Ga.
Sidney Root, Atlanta, Ga.
B. F. Abbott, Atlanta, Ga.
T. G. Healey, Atlanta, Ga.
W. C. Neff, Atlanta, Ga.
John L. Hopkins, Atlanta, Ga.
Jno. T. Henderson, Atlanta, Ga.
J. F. Cummings, Atlanta, Ga.
F. P. Rice, Atlanta, Ga.
John C. Peck, Atlanta, Ga.
E. P. Chamberlin, Atlanta, Ga.
Edward Atkinson, Boston, Mass.
Cyrus Bussey, New Orleans, La.
Richard Garsed, Philadelphia Pa,
John H. Inman, New York, N. Y.
J. W. Paramore, St. Louis, Mo.[45]

The committee organized by the election of H. I. Kimball, Chairman, and Benjamin E. Crane, Chairman, *pro tem.* Officers chosen were Senator Joseph E. Brown, President (subsequently resigned and succeeded by Governor Colquitt); Samuel M. Inman, Treasurer; J. W. Ryckman, Secretary; and Robert J. Lowry, Chairman of the Finance Committee. Subsequently executive committeemen Rice and Foreacre resigned, and James R. Wylie and Robert D. Spalding were elected.[46]

Prior to the increase of the capital stock from $100,000 to $200,000, it was believed that if Atlanta subscribed one-third of this amount, other cities interested in the success of the enterprise would promptly subscribe the balance. The city was, therefore, divided into four districts and assigned to different members of the committee. March 15th was fixed as the day of the canvass. Between 10 A.M. and 4 P.M., the entire amount had been subscribed. This was regarded as the first grand success of the Exposition, and the fact was telegraphed by the Associated Press to nearly every newspaper in the country. Atlanta's prompt and decided action gave a wonderful impetus to the enterprise.[47]

Following this success H. I. Kimball was delegated to visit various Northern cities, and endeavor to interest them. Thomas Hardeman, of Macon, president of the State Agricultural Society was to visit Southern cities for the same purpose, and Ex-Governor Rufus B. Bullock was chosen to visit Europe, especially the cotton manufacturing sections of England. He later resigned, and was succeeded as foreign commissioner by Dr. H. V. M. Miller.[48]

Soon after his successful trip North, a plan of organization was presented by H. I. Kimball to the executive committee. On April 27th the plan was adopted almost in its entirety and the work of the Exposition fully outlined. The office of director-general, similar to the same office in connection with the Centennial Exposition of 1876, was created, and Kimball was elected to fill the position. Necessary departments were established, and the way was cleared for physical work on the grounds and buildings to begin immediately.[49]

Early in March, 1881, the executive committee announced that it had decided to accept Edward Atkinson's suggestion of a model cotton factory as the plan for the main building. As built, this structure measured 720 feet long by 400 feet wide, and it was constructed on modern factory lines, and in the shape of a Greek Cross. It was well lighted and ventilated, and supplied with abundant steam power. Eight lines of shafting were arranged for the operation of every kind of machinery.[50]

Among the other large buildings erected for the occasion were an Arts and Industrial Pavilion, 310 by 55 feet; the Department of Minerals and Woods, 300 x 100 feet; a Judges Hall, with seating capacity of 2000, where all meetings were held, and a two-story restaurant, 100 by 53 feet. These principal buildings covered 19 acres. To John C. Peck, of Atlanta, director of the department of construction, must go chief credit for the fact that within 150 working days, the buildings and grounds were ready for the great event.[51]

Brass buttons and gold braid trimmed the blue, buff and green uniforms worn by the employees of the Fair. Admission to the grounds was fixed at twenty-five and fifty cents. Each morning iron boxes were placed in the turnstiles to receive the admissions. These boxes were locked by the inspector and opened in the same manner at night. Austin Leyden, Chief of Bureau of Admissions, said "he felt sure every penny taken in was properly placed in the bank to the credit of the Treasurer." Principal bookkeeper of the Exposition was the late Henry S. Cave.[52]

A total of 1113 exhibits were on view at the Exposition including 441 from New England and the Middle States; the Western States, 138; the Southern States, 627; with Georgia represented by 301. The seven foreign countries represented were England, Canada, Mexico, Germany, Liberia and Guatamala. Cotton plants from Mexico, India and Egypt, along with our own upland and long staple, were growing on the grounds.[53]

Although textile machinery was the principal feature, there were many other worthwhile displays: sewing machines, pianos and organs, tobacco, wagons and carriages, grape wine and fruits of all kinds, canned goods, tea and coffee, painting, pottery, china painting, antique bronzes, minerals, iron novelties and photographs. The ladies had numerous examples of their handiwork and were awarded many premiums.[54]

The Exposition grounds were embellished with a handsome entrance gate, 50 feet high, and with shrubbery and flowering plants furnished by Moses Cole & Company. A large fountain was also built. Contracts were awarded Hunnicutt & Bellingrath for the laying of steam, water and sewer pipes. The old half-mile race track of former State Fairs was used as a drive around the main buildings and was called "Horticultural Avenue."[55]

Some time after the Exposition opened, the Western & Atlantic Railroad reduced its rates to one cent a mile. Other roads soon followed suit. During the three months period of the Exposition, the W. & A. sold 430,000 tickets. Its trains, consisting usually of ten cars, ran every fifteen minutes, taking six minutes to reach the Exposition grounds from the depot. Fare charged was ten cents each way, the same as the horse cars charged, which ran every five minutes on a twenty-five minute schedule.[56]

Opening day, Wednesday, October 5, 1881, was a milestone in Atlanta's history. A colorful parade was directed by Captain Harry Jackson, Chief Marshal of the day, and by his assistant Joseph Thompson, Jr. The Gate City Guards and the Fifth Artillery Band led the grand march. Governor Colquitt and various officials followed in carriages. Flags and streamers flew everywhere. Buildings were gayly decorated. Atlantans turned out in full force and hundreds of visitors were in the great throng that greeted the parade as it reached the grounds, where addresses were made by Director-General Kimball, Governor Colquitt and Senators Zebulon B. Vance and Daniel W. Voorhees. The opening prayer was invoked by the Rev. R. W. B. Elliott of Texas. An Exposition Ode, written especially for the occasion by Paul Hamilton Hayne, was read by Hon. Nathaniel J. Hammond. After a singing of Handel's Hallelujah Chorus by 800 voices, trained by C. M. Cady, the Exposition was officially declared open.[57]

The progress of the Exposition was marked by several special days.

October 27th was officially designated as Governor's Day. Present were five visiting governors: Bigelow, of Connecticut; Hoyt, of Pennsylvania; Jarvis, of North Carolina; Haygood, of South Carolina, and Blackburn, of Kentucky. An elaborate social program was worked out for the visitors, including a special reception held at the Executive Mansion. Afterward the homes of Mr. and Mrs. Rhode Hill, Mr. and Mrs. J. H. Porter, Mr. and Mrs. R. B. Bullock, Mr. and Mrs. Henry W. Grady, Mr. and Mrs. W. A. Hemphill, Mr. and Mrs. H. I. Kimball, Mr. and Mrs. R. C. Clarke, and Mr. and Mrs. George Winship were opened to the governors, visitors and the press.[58]

During the same day, October 27th, a remarkable demonstration was staged at the Exposition. Shortly after sunrise sufficient cotton was picked and ginned on the grounds for two suits of clothes. The cotton was woven into cloth and the completed garments were ready by sunset so as to be worn by Governors Colquitt and Bigelow during the receptions of the evening.[59]

October 31st was set aside as Cotton Manufacturers Day, which was featured by a speech delivered by Edward Atkinson, instigator of the Exposition. Several other days were designated as State Days, in honor of excursion parties from various states. The Legislatures of Kentucky and South Carolina adjourned so that the members could visit the Exposition, improved textile machinery being of particular interest to them.[60]

The Exposition likewise inspired another visit to Atlanta on the part of General Sherman, who, incidentally, was a substantial subscriber to the project. He arrived with a small party, including General O. M. Poe, early on the morning of November 15th and repaired to the Kimball House. During the course of a speech to the Mexican War Veterans, Sherman said, in reference to the Exposition:

"I have come today to look upon these buildings where once we had battlefields. I delight more to look upon them than to look upon the scenes enacted here sixteen years ago. I say that every noble man and kindly woman over this broad land takes as much interest in your prosperity and in this Exposition as do those sitting in this presence, and that we are now in a position to say, every one of us, great and small, Thank God we are American citizens."[61]

December 31st was the time set for the Exposition to close, and while efforts from all parts of the country were made to induce Director-General Kimball to hold it open longer he would not agree to do so. Closing on the day announced, it was proclaimed a financial, artistic and industrial success.[62]

The closing day's programme was impressive. Music for this occasion was furnished by Misses Cady and LaHatte and Messrs. Toy and Hinman, together with a large choir. After the officers and guests entered Judges Hall, Bishop H. W. Warren offered a prayer. "America" was sung by the audience and choir. Letters were read from Hon. James G. Blaine and others. A poem *The New South* was read by Frank H. Norton, of New York. After an eloquent address by Colonel W. P. C. Breckenridge, of Kentucky, the choir and audience sang the "Doxology." Governor Colquitt then gave the signal for the engines to stop, and impressively declared the International Cotton Exposition of 1881 closed.[63]

The Exposition had derived its sustenance entirely from two sources—the subscriptions of individual stockholders, and gate receipts. The general average of paid admissions for October, November and December was 195,518, and free admissions 94,520.[64]

Director-General Kimball took occasion to compliment the attitude of the people of Atlanta relative to the Exposition. He said in his Report:[65]

"The Exposition was exceedingly fortunate in enlisting from the very first the deep interest and earnest good-will of the citizens of Atlanta. This certainly became a most important factor, its effects being felt at almost every stage of the proceedings; and I would here remark, for the benefit of expositions that may hereafter follow, that I regard this as one of the most important elements of success, that the local interest should be thoroughly aroused, and that the very foremost people of any section in which an exposition is proposed should at once take a prominent part in its organization.

"It gives me pleasure to record the fact that from the inception of this enterprise it received the broadest home sympathy from the press and people. The thriving, busy city woke to the meaning of the occasion and grasped its most comprehensive results with positive intuition. Northern visitors fully appreciated, and will long remember, the large hearted hospitality of Atlanta. Great numbers of the leading citizens threw open their houses for the entertainment of distinguished guests; and as to this feature of the history of the Exposition special reference should be made to His Excellency Governor Colquitt, ex-Governor R. B. Bullock, and Henry W. Grady, Esq., editor of the *Constitution,* for unflagging and graceful attention to the number of prominent personages who, through their courtesy and generosity, became, in a manner, the guests of the City and the State. On 'Governor's Day,' in particular, when Atlanta was crowded with distinguished visitors, the elegant residences on Peachtree Street—the 'Fifth Avenue' of Atlanta—were generally thrown open, and more than two thousand persons magnificently entertained. And thenceforward, and until the close of the Exposition, every day witnessed banquets, receptions, public and private dinners, the entire manifestation being the prompt and spontaneous outburst of generous and delighted hospitality on the part of an exceptionally hospitable people. . . ."

The International Cotton Exposition of 1881 had a salutary effect upon Atlanta and the South. It focused national attention upon the former and highlighted the growing importance of the city as a transportation, distribution and manufacturing center.

It did much to allay the prejudices of sectionalism. In the words of H. I. Kimball: ". . . Thank God I have lived to see sectionalism ended—the Exposition has driven out the last vestige. From thenceforth there will be no sectional controversies in our land; we are one people, rejoicing in a common heritage, hopeful of a glorious destiny. This is the first and best lesson taught by the Exposition."[66]

Another important lesson of the Exposition was to acquaint the farmers and planters of the South with the ready availability of, and the advantages that might accrue from, the use of machinery as an important adjunct to agriculture. It also illustrated forcefully, not only the advantages, but the necessity of diversification, and the capacity of the South to supply a large proportion of the cereals, dairy products, and wool required to feed and clothe its own population.[67]

Lastly, the Exposition accomplished its original objective by bringing together the planters and cotton-mill owners and managers at a place where cotton could be seen growing in all stages, and also seen in process of manipulation, from the seed to the finest thread or fabric. As a result of this and of numerous conferences between producer and manufacturer, during the three months of the Exposition, the planters learned, for the first time, why careless handling of their staple impaired its value. The lesson was to have a beneficial effect upon the entire cotton industry, and hence the South.[68]

The local death roll for 1881 included a number of useful and prominent pioneers. Among them were Lewis S. Salmons, ante-bellum wholesale dry goods merchant; George J. Johnston, a native of Russell County, Alabama, and known far and wide as "Johnston, the Bill Poster"; James R. D. Ozburn, pioneer cotton merchant; Christian Kontz, a resident since 1848, and founder of a well-known family; John Snow, originally of Philadelphia, and reputedly the first locomotive engineer in regular service on the Atlanta & West Point Railroad; John Broad, native Englishman and well-to-do saloonist and real estate owner; David N. Judson and William Gray, marble dealers and monument builders, much of whose handiwork adorns Oakland and other local cemeteries; Samuel S. Kendrick, furniture and house furnishings merchant; the Rev. Isaac G. Mitchell, Protestant Methodist minister and great-grandfather of Stephens Mitchell and the late Margaret Mitchell Marsh; Captain William Kidd, a native of County Derry, Ireland, resident of Atlanta since 1847, and a pioneer ice dealer in which business he made a small fortune, invested principally in Whitehall Street business property; James Lucas Mayson, a co-proprietor of the Mayson and Turner Ferry over the Chattahoochee and grandfather of the late city attorney, James L. Mayson; William Rushton, English-born master mechanic of the Georgia Railroad; General Alfred Austell, founder and president of the Atlanta National Bank, and Vincent R. Tommey, co-founder of the Beck & Gregg Hardware Company, banker and treasurer of the Methodist Orphans' Home in Decatur.[69]

NOTES—CHAPTER 59

[1] Reed, *Atlanta,* 264.

[2] *Ibid.,* 264-265.

[3] Helen Moran, "Why Captain English Lives on Cone Street," *Atlanta Journal Magazine,* Feb. 24, 1924.

[4] Hornady, *Atlanta,* 426.

[5] Section around the junction of Marietta and Walton Streets.

[6] Herman Hancock, "Atlanta Traffic Problems Since 1877 Reviewed;" *Atlanta Constitution,* Oct. 19, 1941.

[7] *Ibid.*

[8] Commission Book, Dept. Archives and History, Atlanta.

[9] *Ga. Laws,* 1880, p. 508.

[10] *Ibid.,* 509.

[11] Christine Jones, "Fulton Commission's First Minutes Bare Early History," *Atlanta Constitution,* June 25, 1944; *City Directory,* 1881.

[12] Jones, "Fulton Commission's First Minutes," *loc. cit.*

[13] *Ibid.*

[14] Commission Book, Dept. Archives and History, Atlanta.

[15] Record of Postmasters, De Kalb.

[16] Candler, "De Kalb County," 20.

[17] The court house lot, before being cleared, on February 25, 1880, was the site of a large grove of mulberry trees, that for years had furnished sanctuary for thousands of chatterings martins. The 1881 court house, together with an annex built later, served the county until erection of the present building was begun in 1911.

[18] It is now owned and occupied by the Haverty Furniture Company.

[19] The buildings described constituted the original plant of the Fulton Bag and Cotton Mill, on its present site.

[20] This building, still standing at Courtland and Harris Streets, was the nucleus of the present plant of the Atlantic Company's brewery.

[21] Plans for the new St. Philips', at the northeast corner of Washington and Hunter Streets, on part of its original property, were begun in 1879, after the election of Paul Romare as treasurer of the Diocese. Construction began on June 10, 1880, and the first service was held in the new building in October, 1882. The congregation of St. Philips' continued to worship in this building until 1933, when the Pro-Cathedral at Peachtree and Andrews Drive was consecrated and dedicated.

[22] *Atlanta Constitution,* June 8, 1881; *Pioneer Citizens' History,* 202-203; Nixon, *Henry W. Grady,* 186; Tankersley, "John B. Gordon," *loc. cit.,* 470-471.

[23] *Atlanta Constitution,* June 8, 1881.

[24] *Ibid.*

[25] Now Southern Railway, Atlanta to Birmingham.

[26] Nov. 19, 1881.

[27] Present site of Exposition Cotton Mills.

[28] *Atlanta Constitution,* Oct. 31, 1926.

[29] *Ibid.*

[30] *Ibid.,* Oct. 26, 1923.

[31] Mar. 9, 1883.

[32] Records, H. M. Patterson & Son.

[33] *Atlanta Constitution,* July 20, 1881.

[34] Northeast corner Ivy and Decatur Streets.

[35] Martin, *Atlanta,* II, 323; Miller, ed., *Atlanta,* 237.

[36] Reed, *Atlanta,* 367; Lucy Hale Tapley, "Spelman College," *A.H.B.,* III (May, 1930) 38-56; Viola L. Jensen," Higher Education for Negroes in Atlanta," *A.H.B.,* XXXIII (Oct., 1948), 107-111; Miller, ed., *Atlanta,* 235-237.

[37] *National Cyclopedia of American Biography,* IX, 416.

[38] Augusta Wylie King, "International Cotton Exposition," *A.H.B.,* XVIII (July, 1939), 181-182.

[39] *Ibid.,* 182.

[40] *Ibid.;* H. I. Kimball, *International Cotton Exposition, Report of the Director-General* (New York, 1882), 9.

[41] Mary Roberts Davis, "The Planning of the International Cotton Exposition," unpublished typescript, (Emory University, 1952), 14.

[42] *Ibid.*

[43] Kimball, *Report of the Director-General,* 94.

[44] *Ibid.*

[45] *Ibid.,* 95.

[46] *Ibid.*

[47] *Ibid.,* 95-96.

[48] *Ibid.,* 96; Davis, "Planning of the Exposition," *loc. cit.,* 18.

[49] Davis, "Planning of the Exposition," *loc. cit.,* 19.

[50] *Ibid.,* 19; King, "International Cotton Exposition," *loc. cit.,* 185.

[51] King, "International Cotton Exposition," *loc. cit.,* 185-186, 189; Kimball, *Report of the Director-General,* 106-107.

[52] King, "International Cotton Exposition," *loc. cit.,* 186.

[53] *Ibid.,* 188.

[54] *Ibid.*

[55] *Ibid.,* 189.

[56] *Ibid.,* 190.

[57] *Ibid.,* 190-191.

[58] King, "International Cotton Exposition," *loc. cit.,* 191-192.

[59] *Ibid.,* 192-193.

[60] *Ibid.,* 195.

[61] *Ibid.,* 194-195; *Atlanta Constitution,* Nov. 15, 1881.

[62] King, "International Cotton Exposition," *loc. cit.,* 198.

[63] *Ibid.*

[64] *Ibid.*

[65] Kimball, *Report of the Director-General,* 104.

[66] *Ibid.,* 584-585.

[67] *Ibid.,* 585-586.

[68] *Ibid.,* 585.

[69] "Garrett's Necrology."

CHAPTER 60

1882

THE municipal election, held December 7, 1881, resulted in the choice of Thomas G. Healey, as alderman-at-large, and the following new councilmen: First ward, Dr. Wesley D. Mitchell; second ward, Frank T. Ryan; third ward, Zachry W. Adamson; fourth ward, William H. Howell, and fifth ward, William C. Reynolds. Councilman Mitchell died April 20, 1882, and was succeeded by William H. Brotherton on May 11th.[1]

During 1882 Mayor English and his council made a start in connection with their promise of street paving. Granite blocks were laid on Alabama Street, and short stretches of Peachtree and Whitehall were macadamized. Atlanta's rise from mud and dust had begun.[2]

The ministerial officers elected on July 4, 1881, served throughout 1882, but on December 4th of the latter year all received an increase in pay. The new salary schedule was as follows: Mayor, $2500 per annum; treasurer, $1000; tax receiver and collector, $1500; auditor and recorder,, $1800; sexton, $900; attorney, $2000; engineer, $1800; clerk, perquisites and fifty cents on each fine in the recorder's court, where the fine did not exceed $1000; hall-keeper, $600; magazine-keeper, $500; water commissioners, $100 each; board of health, $100 each; secretary of the board, $400 additional; assessors, $1200; aldermen, $200 each; councilmen, $200 each; street commissioner, $200; lamp-lighter, $1800.[3]

The last large conflagration with which the old volunteer fire department was concerned, occurred during the early morning hours of January 21, 1882. It resulted in the destruction of Frank E. Block's candy factory and several adjacent buildings on Alabama Street. S. P. Richards described the fire in his diary, under date of January 21st:

> "Our city this morning was the scene of an extensive conflagration that destroyed the large new brick edifice known as Block's candy factory and seven or eight other buildings adjacent and at one time threatened to sweep the whole southern business portion of the city. Arthur having been out late at a candy pulling at Irene Farrar's and going home with some girls at 1 o'clock, saw the fire and came home and awakened me from sound sleep and we went to the fire. The whole city was illuminated by the flames and many thought it was Judgment Day. We went to the store [27 Whitehall St.] and made preparations in case the fire should reach us tho' we did not much think it would. Mack Taylor's office was in the Block building and he lost several hundred dollars in furniture and stores. No insurance."

For some time prior to 1882, the rapid growth of the city, with a consequent increase in the number of fires had dictated a more efficient fire service than the volunteers, despite their zeal, could render. Indeed, the duties devolving upon the firemen had become greater than could reasonably be expected from them without compensation. And the safety of the city demanded a change.

The press took up the torch for better fire-fighting facilities, and in 1881, stressed the need for a paid department and a fire alarm telegraph, mentioning the financial difficulties of R. E. Lee Company No. 4, whose property had been mortgaged to purchase a steamer and the mortgage foreclosed.[4]

These views were endorsed by Mayor James W. English in his annual address to city council during January, 1882. He said:

"We should have a department composed of men who are regularly employed and paid for their services. It is asking too much—that men should leave their occupations—at tap of the bell, to labor for hours in the interest of others without any compensation and at loss to themselves."[5]

The matter culminated by an amendment to the city charter providing for a paid fire department, which was organized on July 1, 1882. Original equipment, all purchased from the volunteer firemen for $12,110 consisted of three steamers, four hose reels, one hook and ladder company, fifteen horses and 4000 feet of hose. A chief and 37 men constituted the original personnel, all of whom were placed under the supervision of a board of fire masters, composed of the mayor, chief of the fire department and the fire committee of council. The first board included Zachry W. Adamson, Chairman, John H. Mecaslin, William H. Brotherton, James A. Gray, Mayor English, *ex officio,* and Chief Matt Ryan.[6]

The scale of pay adopted for the fire department in 1882 was as follows: Chief, $100 per month; foremen, $45; engineers, $60; drivers, $45, and runners, $30 per month. The chief's office was established at 25 South Broad Street.[7]

Users of the *City Directory* were informed how to call the fire department:

"When fire is proclaimed, the alarm will be sent in from the box nearest the location of the fire. On opening the box directions will be found inside for giving the alarm. After pulling hook once let go, and under no circumstances touch it again.

"The fire bells to announce an alarm from box 24, for instance, will be struck twice, and after a short pause 4; then in about a minute the alarm will be repeated until four alarms have been struck.

"Keys to box may be found in house nearest the box. Be careful to return key."[8]

Chief Ryan summed up the activities of the department in his report for the half-year ending January 1, 1883:

"The entire force in the department consisted of twenty-six men, divided as follows: One chief, three foremen, two engineers, two engine drivers, one hook and ladder driver, two reel drivers, fourteen runners and one lineman. Total expense was $26,815.64. There were 129 fires, and the total damage to buildings, stock and furniture was $551,403."[9]

Thus, Atlanta, in bidding adieu to a volunteer fire department, passed another milestone on the road to the attainment of metropolitan proportions.

Atlanta's first paid fire chief, Matthew Ryan, was born in County Tipperary, Ireland, and came to Atlanta to clerk in his Uncle John Ryan's dry goods store. Later he opened his own establishment, meanwhile serving as a volunteer fireman. His business failed about the time the paid fire department was organized, of which he was elected chief. After his term of office expired, on July 1, 1885, he was employed by other dry goods houses, until he died a widower of 38 on July 18, 1887. He rests in an unmarked grave at Oakland Cemetery.[10]

Matt Ryan's successors as fire chief have all been good men. W. R. "Cap" Joyner filled the office from July 1, 1885 until 1906, when he was elected mayor of Atlanta. He was the first southern man to be elected President of the International Association of Fire Chiefs. Joyner was succeeded by William B. Cummings, an able fireman, who purchased the first motor driven apparatus in 1911, when fire station No. 12 at De Kalb and Moreland avenues went into service. He also purchased the first automobile for use of the Chief in answering alarms.[11]

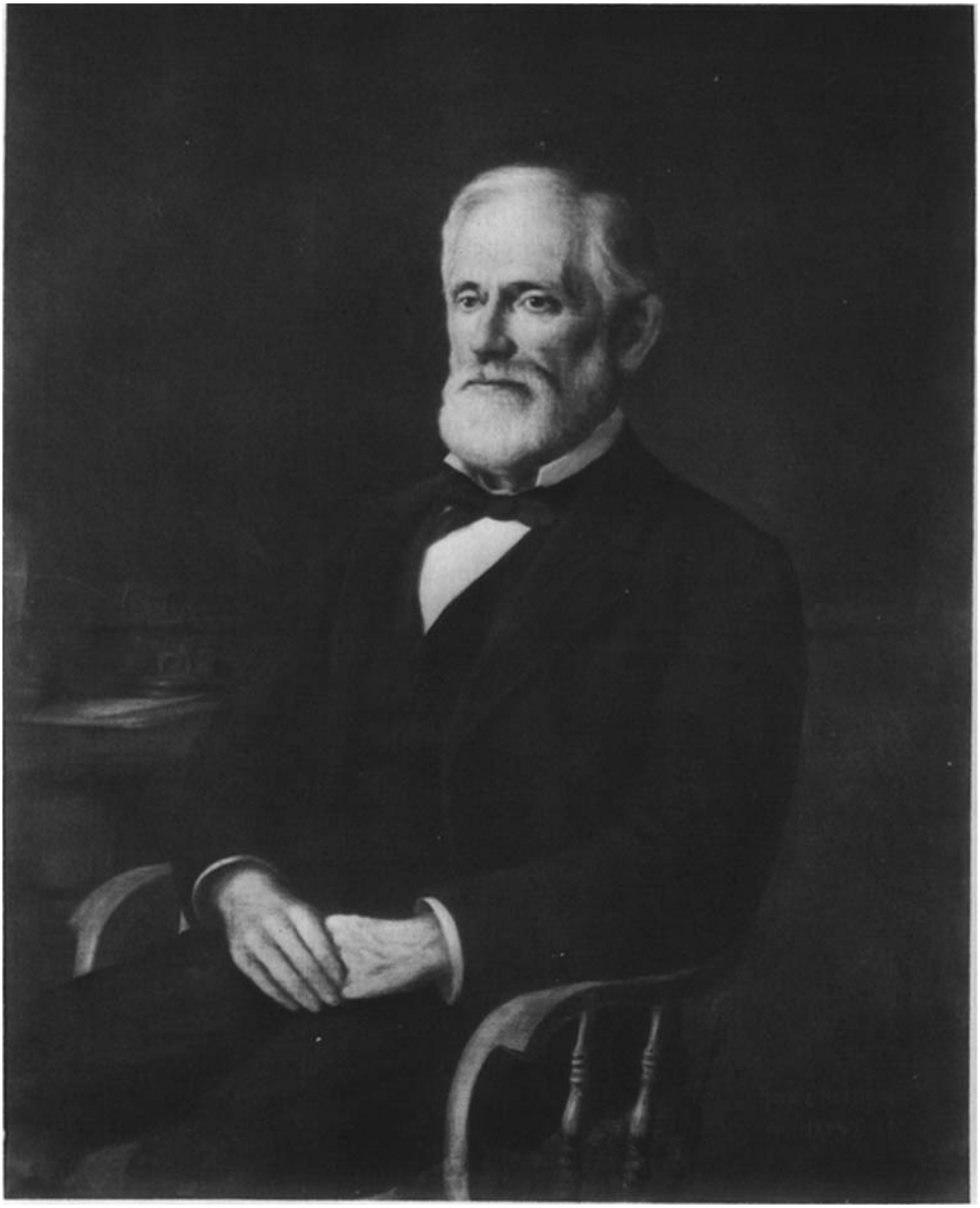
Cummings was succeeded in 1915, by William B. Cody, a fireman since 1878, and a man whose wonderful personality earned him the respect and friendship of thousands, not only in Atlanta, but throughout the country. It was during his tenure that the department became completely motorized in 1918, and the two platoon system inaugurated in 1919. Chief Cody died in November, 1929, after 51 years as a fireman. His successor was John Terrell, himself a veteran in the service. Chief Terrell was instrumental in erecting the Training Tower at No. 7 Fire Station, on West Whitehall Street in 1930. He was killed on February 27, 1933, at Central Avenue and Mitchell streets, while answering an alarm, thus becoming the only Atlanta fire chief to die in line of duty. Ironically, the alarm that summoned the Chief to his death proved to be false.[12]

Captain William Butler was unanimously elected at the next meeting of council to fill the vacancy, but declined the position. Consequently, on March 20, 1933, Otho J. Parker, a member of the department for 39 years was elected Chief. Upon his retirement Crawford C. Styron, the present Chief, was elected on March 21, 1939. Under his leadership every branch of the fire service has been expanded to meet the needs of a rapidly growing city.[13]

The last parade of the old volunteer fire department, was held in May, 1882, followed by a banquet the same evening at the National Hotel. Covers were placed for 200, and at a late hour, after much wine, three rousing cheers were given for an organization about to pass into history. But the spirit of the volunteer organization, of which Henry Karwisch was last chief, lingered on so long as the members lived. Many of the younger volunteers became valued members of the paid department, including "Cap" Joyner, the Haneys, Matt Ryan, Jake Emmel, Willis Biggers, John Tolbert and others. The volunteer companies sold their properties, auctioned off their trophies and divided their assets among their members. For many years the men of old Number One kept together as a social organization, meeting each year during April.[14]

Since the end of the war, when Atlanta's first park, north of the railroad passenger depot, passed out of existence, the city had urgently needed a public park. The city hall grounds were far too small to fill the purpose adequately, and Oglethorpe Park was too remote. Furthermore it was about to become a factory site.

Atlanta, however, has always had citizens equal to any need or emergency. Colonel L. P. Grant, already distinguished for his good works, stepped forward, in the spring of 1882, and proposed to donate approximately one hundred acres of land in Land Lot 43 of the 14th District, southeast of his home, for park purposes. The offer was accepted, and, in 1883, the general council authorized the appointment of a park commission by the mayor, to consist of six persons, three of whom were to be members of council, and three citizens of Atlanta. Colonel Grant executed a deed to the city on May 17, 1883, the consideration being "in consideration of the public good, and bene-



(Courtesy Atlanta Historical Society)

Col. Lemuel P. Grant, 1817-1893. Portrait by Horace Bradley, 1885. Col. Grant, one of Atlanta's most valued citizens, was the donor, in 1882, to the city, of the land now comprising Grant Park. The Park bears his name and is not named for the federal general of the same name fits to accrue to my contiguous property," and stipulating that the land should always be used for park purposes, a violation of the condition to result in the forfeiture of the title. In honor of the donor this park was named the "L. P. Grant Park." In May, 1883, an accurate topographical map of the ground was made by Charles Roesch, a civil engineer, and the work of improving the park was commenced.[15]

That the area was being used as a park soon after Colonel Grant's offer, and a year before he actually made the deed is indicated by the following entry in S. P. Richards' diary, dated May 20, 1882:

". . . Sallie and the little folks went with Irene and Mabel to Grant's Spring in the vicinity of the new park."

In 1885, Mayor George Hillyer, in his annual address to council, said of the new park:

"The L. P. Grant Park becomes more and more a source of pride and satisfaction to our citizens. The amount apportioned to its improvements in the past year was small, being only three thousand dollars, but it has been economically and well expended, and what other sums can be spared for needed improvements and care of the grounds in view of resources for the next year will be for the incoming council to determine. A place of recreation like this is of inestimable value to our hard-working and industrious population. Nothing promotes more, both the moral and mental, as well as physical health, than such a place of resort and recreation. It is a monument to the kindness and generosity of the donor, and both in the present and coming generations, Atlanta and her people will rejoice in returning him thanks and yielding him honor."[16]

An extension of the park area to its present 131.5 acres was made on April 4, 1890, by the purchase of 44 acres to the north of the original tract, in Land Lot 44.[17]

The name of Sidney Root, pioneer Atlanta merchant prince, looms large in the early development of Grant Park. Indeed, his love of trees and nature inspired him to suggest to Colonel Grant that the land be donated to the city. In 1883, Root was appointed park commissioner by Mayor John B. Goodwin. The work of supervising the construction of the park was left largely in his hands, an activity he pursued with interest and with excellent results until his death in 1897. The city should erect in the park some fitting memorial to the man who induced the owner to give it and whose genius developed it.[18]

Three of Atlanta's best-known present-day business firms, the Exposition Cotton Mills, King Hardware Company and Miller's Book Store, had their inception in 1882.

It will be remembered that the main building for the International Cotton Exposition of 1881 had been built with a view to its ultimate use as a cotton mill. Within a few months after the exposition closed, the view became a reality.

On January 10, 1882, a meeting was held in the office of Mayor English for the purpose of negotiating the sale of the exposition buildings and property. Present were the Mayor, Walker P. Inman, Hugh T. Inman, George W. Parrott, Frank P. Rice, Robert H. Richards, William W. Austell, William B. Cox, Evan P. Howell, James H. Porter, Thomas L. Langston, John L. Hopkins, Richard Peters and J. W. Murphy.[19]

That the meeting bore fruit is attested by a news story of the following day:[20]

> "There are few cities of 40,000 people," said a gentleman yesterday, "in which twenty-five men casually brought together will put up $10,000 each to invest in a manufacturing enterprise. Yet this is exactly what the corporation of the exposition factory have done. And more than this, they could, in an hour, add twenty-five more men to their list who would put up another $10,000 each, or in an hour's session the same stockholders would agree to double what they have put up. There is plenty of money in Atlanta whenever it is called for legitimately."
>
> "The exposition mills will be pushed ahead, will they?"
>
> "Certainly—there is nothing in the way. The start will be made with ten thousand spindles and looms to match. The boilers and engines are already in place. The mill will be started this year, although much of the machinery will have to be made especially for it."
>
> "What will you do with your operatives?"
>
> "We will lodge them in the Exposition Hotel [across the W. & A. tracks from the exposition grounds proper]. This will be changed somewhat and will do capitally for operatives. It will accommodate a great many."
>
> "What will be done with the numerous other buildings?"
>
> "They will be put to some good use. You see we have a considerable little village out there, and we shall utilize every bit of it. The general plan is to build up a system of small industries about the great central factory. We may utilize the small buildings and annexes for cotton seed mills, gin plants or anything else we think profitable. The company can raise all the capital it needs. Each man has confidence in his colleagues, and there will be no lack of money. The exposition mills will prove to be the most important manufacturing enterprise in or around Atlanta."

On March 4, 1882, upon petition of Hugh T. Inman, Walker P. Inman, Richard Peters, Robert H. Richards, James Swann, Thomas L. Langston, William B. Cox, William W. Austell, William J. Garrett, James H. Porter, Robert D. Spalding, J. W. Harle, George W. Parrott, Daniel N. Speer, Robert M. Clark, Lodowick J. Hill, Evan P. Howell, Edward C. Peters, and John D. Turner, the Superior Court of Fulton County issued articles of incorporation to the "Exposition Cotton Mills." Capital stock was fixed at $250,000.[21]

A month later, on April 5th, the buildings, to stand as a "permanent living monument of the exposition," and erected at a cost of about 50 cents a square foot, opened as the Exposition Cotton Mills Company, with Hugh T. Inman as first president.[22]

The success of the enterprise was immediate, has been continuous, and has had much to do with the growth of the cotton milling industry in the South.

The present magnitude of Exposition's operation may be seen in the fact that the mills turn out more than 12,000,000 miles of yarn a month. In addition, more than 1,000 miles of cloth is woven, weighing more than a million pounds. This production is sold exclusively by J. P. Stevens & Company, New York.[23]

George E. King was a son of the Rev. James Lawrence King, one of the first graduates of old Oglethorpe College and a noted South Carolina Presbyterian minister. As a frail but energetic young man, George King traveled for a Baltimore metal ware manufacturer, meanwhile nursing an ambition to enter the hardware business on his own account. In 1882 he selected Atlanta as the most likely field for this endeavor, and with a capital of $9,500 rented a store at the southeast corner of Peachtree and Wheat Street, now Auburn Avenue. The meager capital of George E. King & Company hardly provided enough merchandise to fill the front of the store. So the young proprietor filled the rear with empty boxes so as to create the impression of large reserve stocks, unopened. The first year's operation resulted in a loss of $1,839. The second year was better—it showed a profit of $2,000. By dint of hard work on the part of Mr. King, usually from 7 A.M. to 11 P.M., the business began to show a steady improvement, and, in 1887, the King Hardware Company, with a capital of $20,000, was organized. After several expansions as to space, the present headquarters of the firm, at 53 Peachtree Street, was purchased in 1900. During the same year the King Hardware Company bought out the much older Clarke Hardware Company. Later, the fine old firm of Hunnicutt and Bellingrath was acquired; then the Anderson Hardware Company, and finally the stock of the Crumley-Sharp Hardware Company. George E. King remained the active head of the business he worked so hard to create until his death in March,1934, at the age of 83.[24]

John M. Miller was born near Walhalla, South Carolina, in 1861, the son of a Confederate soldier who was killed during the war. When the son was 9, he and his mother set out for Illinois to claim an inheritance. They never got beyond Atlanta, where they arrived on July 4, 1870. John's business career began immediately. One of his first jobs was ranging the battlefields about the city seeking shell fragments to be sold as junk. Next he sold newspapers at the car shed, supplementing his earnings by working in the brickyards and as water boy in Atlanta's first cotton factory. Miller got his start in the stationery business when he obtained the exclusive newsstand franchise for the International Cotton Exposition of 1881. This concession enabled him to make some real money, and on January 12, 1882, he opened the John M. Miller Store in the old De Give Opera House at Marietta and Forsyth streets.[25]

Here he sold magazines, newspapers and cigars. Soon he added other goods. He carried theater tickets when many notables of the stage played at De Give's. For 34 years the store remained in its original location. It was then moved, as Miller's Book Store, to its present location, 64 Broad Street, N.W. Founder Miller, cordial in manner, distinguished in appearance and devoted to his work, could be found at his desk every morning until his death, which occurred February 5, 1937.[26]

During 1881, Colonel E. W. Cole, erstwhile president of the Nashville, Chattanooga & St. Louis Railroad, recently dethroned by the L. & N. under Victor Newcomb, was busy putting together a new railroad system to be known as the East Tennessee, Virginia & Georgia.[27] Completed through Atlanta in 1882, it gave the city a competitive rail service to Chattanooga with the W. & A., and to Macon with the Central Railroad.[28]

A full page advertisement in the *Atlanta City Directory* for 1883 extolled the advantages of the new rail system:

Virginia, Tennessee and Georgia Air-Line,

— EMBRACING THE —

Great Kennesaw Route,
New Shenandoah Valley Route,
Blue Mountain Route,
Norfolk Route, Chickasaw Route,
and the Florida Short Line,

Formed by the Georgia Division of the

EAST TENN., VIRGINIA & GEORGIA R. R.

A combination of Great Through Routes of Passenger Travel, which, by virtue of their community of interests under one general management, enables them to furnish very superior facilities for quick, safe and comfortable passenger transportation to all points

NORTH, SOUTH, EAST, WEST

From Atlanta
These lines are respectively

5 Hours Quicker
to New York,

— AND —

9 Hours Quicker
to Washington,

Than any Line via Cincinnati.

13 Miles Shorter between	Atlanta and Macon than any other route.
115 Miles Shorter between	Atlanta and Jacksonville, Fla., than any route via Savannah.
73 Miles Shorter between	Atlanta & Memphis & Southwestern Points reached via Memphis, than any other route.

Elegant Pullman Sleeping Cars

Fitted up expressly for this line are run between New Orleans via Atlanta to Washington Without Change via the Kennesaw Route.

Pullman Palace Sleeping Cars
Fitted up expressly for this new line are run between Memphis and Chattanooga via Cleveland, Tenn., to New York,

WITHOUT CHANGE VIA THE

SHENANDOAH VALLEY ROUTE.

These sleepers are attached to same train carrying the New Orleans and Washington Sleeper between Cleveland, Tenn., 9 P.M. and Roanoke, Va., 11:30 next A.M., enabling passengers to step from one car to the other, making practically

No Change of Cars from New Orleans and Atlanta to New York.

THROUGH SLEEPING CARS

are run on perfect, quick and closely connecting schedules on all night trains by all of these lines. Tickets via these Great Through Car Lines at all principal Ticket Offices where Coupon Tickets are sold, and in

ATLANTA AT TICKET OFFICES

E. T. V. & G. R. R. Depot, Whitehall Street Crossing;
W. & A. R. R. Ticket Office, Union Passenger Depot;
James Maloy, Passenger Agent, No. 3 Kimball House.

Maps, Time Cards and detailed information cheerfully furnished on application.

A. POPE,
General Passenger & Ticket Agent,
LYNCHBURG, VA.

Since 1894, the East Tennessee, Virginia and Georgia Railroad has been an integral part of the Southern Railway System.

The local street railway system continued to expand. In 1882, the Metropolitan Street Railway Company was organized, with Jesse W. Rankin, president; William L. Abbott, vice-president, and William A. Haygood, secretary. Directors were the three officers plus Jacob Haas and L. P. Grant. Primary purpose of the new company was to build lines in the southeastern section of the city, a section scheduled for rapid development due to Colonel Grant's gift of land for a park.[29]

The company originally operated two lines. One, called the Pryor Street Line, commenced on Pryor Street at the Union Depot, and extended out Pryor to Garnett Street to Pulliam Street to Clark Street to Washington Street, terminating at Crumley Street. Later it was extended out Washington to Georgia Avenue and thence to Grant Park. The other line, known as the Park Line, extended out Pryor to Hunter Street to Fraser Street to Fair Street, thence out Fair passing Oakland Cemetery to the newly laid out Park Avenue to Grant Park.[30]

The original company was not a financial success, and was sold, in 1888, to a new company of which Aaron Haas was president and W. H. Patterson, secretary and treasurer. The new company laid new rails along the entire route, and, under a right granted to the old company in 1887, employed dummy engines in addition to horse-drawn cars. The dummies, similar to those used for some years on the New York elevated system, consisted of a small steam engine installed in one car which was used for pulling a second car.[31]

It is said that upon their first appearance, the ladies spoke of the dummies as being "too cute for anything," but they soon became unpopular along the routes on which they were operated because the smoke and exhaust steam from the engines ruined the parlor curtains in the homes adjacent thereto. The properties of the Metropolitan Street Railway Company, after passing through receivership, were purchased by the Atlanta Consolidated Street Railway Company in 1891.[32]

Real estate transactions of past years indicate graphically the remarkable enhancement in Atlanta land values. On September 1, 1882, Robert H. Richards, the English-born Atlanta banker, bought a lot 50 x 275 on the west side of Peachtree Street between Ellis and Cain streets for $7,500. The following year he bought a 9-foot strip adjoining the original lot on the north side for $2,700 from Mrs. Rhoda G. Leyden. In 1884 Richards erected upon the lot an ornate red brick and terra cotta residence, lavishly embellished with turrets and gargoyles. On the death of Richards, in 1888, his widow, Mrs. Josephine A. Richards, later Mrs. Benjamin F. Abbott, inherited the property. By her will she bequeathed the proceeds of the property (long known as 190 Peachtree Street) to her grandnieces, Josephine and Mary Craig Carter. The property was turned over to their guardian by the executors of Mrs. Abbott. On June 20, 1914, the guardian sold the house and lot to The Coca-Cola Company for $155,000. Since 1927, the lot with those adjoining has been occupied by the Davison-Paxon Company.[33]

Following the Christmas weekend of 1882, Fulton Superior Court Clerk Cicero H. Strong was greatly embarrassed to open his office and find that several key record books had completely disappeared. They were:

Deed Record, Book B, June, 1855-January, 1857.
Deed Record, Book F, December, 1861-January, 1863.
Deed Record, Book H, December, 1863-April, 1866.
Record of Mortgages, Book E, February, 1874-May, 1876.
Execution Docket, Book C, May, 1869-March, 1874.
Minutes of the Superior Court, Book F, October, 1867-March, 1869.
Record of Homesteads, Book A, February, 1854-December, 1858.[34]

No motive for the theft was ever established, nor were the books ever found. However, in April, 1885, during the construction of the present State Capitol Building, several covers of the missing volumes were found at the bottom of the old city hall cistern.[35]

Eighteen-eighty-two marked the arrival in Atlanta of three citizens destined to leave their footprints in the sands of time. Two were young barristers just beginning their careers. One was to remain in the city little more than a year—the other throughout a long and successful life. The third, an old barrister, full of years and honors, died within a few months of his arrival. They were [Thomas] Woodrow Wilson, Jack Johnson Spalding, and Alexander Hamilton Stephens.

Woodrow Wilson was born in Staunton, Virginia, in 1856. After attending Davidson College, North Carolina, and Princeton University, he entered the University of Virginia law school. During the middle of the 1881-1882 term his frail health dictated withdrawal, and he went home to Wilmington, North Carolina to recuperate and continued his law studies there.[36]

By the spring of 1882, his health restored, and feeling himself adequately versed in the law, Wilson, then 25, decided to make the plunge into the world of affairs. A suitable location was a difficult matter to decide, but the decision was finally made, and, in May, 1882, the young lawyer settled in Atlanta.[37]

Wilson set forth his reasons for locating in Atlanta in a letter to Charles Talcott on September 22, 1881:[38]

"After innumerable hesitatings as to a place of settlement, I have at length fixed upon Atlanta, Georgia. It, more than almost every other Southern city, offers all the advantages of business activity and enterprise. Its growth during late years has been wonderful. . . . And then, too, there seem to me to be many strong reasons for my remaining in the South. I am familiar with Southern life and manners, for one thing—and of course a man's mind may be expected to grow most freely in his native air. Besides there is much gained in growing up with the section of country in which one's home is situate, and the South has really just begun to grow industrially. After standing still, under slavery, for half a century, she is now becoming roused to a new work and waking to a new life. There appear to be no limits to the possibilities of her development; and I think that to grow up with a new section is no small advantage to one who seeks to gain position and influence."

Whitehall Street
1882
Alabama street

(Courtesy Atlanta Historical Society)

Whitehall Street looking south from Alabama, 1882, then the city's chief retail and shopping district, traffic negligible

The young lawyer-to-be was right in his opinion of the prospects of the city. What he did not know was that 143 lawyers were already practicing here, providing every two hundred and seventy of the population, including women, children and Negroes with a legal advocate.[39]

Wilson had no sooner arrived in Atlanta than he sought out Edward Ireland Renick, a former classmate at the University of Virginia, who had already hung out his shingle at 48 Marietta Street, second floor, back. The two were exceedingly congenial, both highly gifted, and bookish. Renick had a charm of manner combined with a grace of initial approach which contrasted with Wilson's shyness.[40]

They formed a partnership forthwith, and, since Renick was slightly older, the firm became Renick & Wilson. Renick's office, in what was then known as Concordia Hall, later the Ivan Allen Marshall Building, and still standing at Marietta and Forsyth streets, was retained. Wilson's family helped with the office equipment by sending a desk, a book case and an elocution chart.[41]

The only *Atlanta City Directory* in which the firm appears is the issue of 1883. The listing follows:

"Renick & Wilson (E. I. Renick and Woodrow Wilson), lawyers, 48 Marietta." Other occupants of 48 Marietta Street at the same time were Orr & Bro., lawyers; J. R. Lewis, ins. agt.; G. I. Thomas, ins. agt.; R. B. Trippe, lawyer; G. W. Harris, dentist; J. C. Jenkins, lawyer; N. J. Hammond, lawyer, and J. G. Zachery, lawyer.[42]

The partners must also live together. Renick had already found sanctuary as a boarder in the home of Mrs. J. Reid Boylston, a widow, of a fine old South Carolina family, at 344 Peachtree Street. The Boylston home, a spacious structure, with grounds and trees, was located on the west side of the street a little north of Pine Street. Wilson was promptly introduced and taken in. On his initial Sunday he went to the First Presbyterian Church, which he continued to attend during his residence in Atlanta.[43]

For all practical purposes Woodrow Wilson's legal knowledge was not yet of much use. He had not been admitted to the bar. This obstacle was overcome on October 19, 1882, when he appeared in court before Judge George Hillyer to take his examination, which incidentally, he passed with flying colors.[44]

Even so, revenue legal business seemed to elude the office of Renick & Wilson at 48 Marietta Street. The junior partner found plenty of time to work on a book, "Congressional Government in the United States," afterwards a highly remunerative text-book and the thesis upon which he was to get a doctor's degree at Johns Hopkins.[45]

The young law partners also had leisure to attend court as spectators. To quote Ray Stannard Baker:[46]

"Wilson began soon to get glimpses of the actual processes of the law in a city like Atlanta—the largest he had ever lived in. He attended the local courts, and the scales began to fall from his eyes. He found two highly educated and aristocratic young lawyers pouring forth floods of oratory over the case of a colored man caught stealing a hen. He found a stew of pettifogging squabbles that seemed to him beneath the dignity of the court even to consider. He began to see how hard it was for starveling young lawyers to find even such 'cases' as these. For the best of them, it was no bed of roses; for the younger and poorer, what was there but starvation or a skulduggery of practice utterly repugnant to a high-minded man . . ."

In late September, 1882, Wilson experienced what must have been one of the highlights of his local career. The Tariff Commission was going about the country at the time taking evidence. Its activities were being covered by young Walter Hines Page, of the *New York World*. He was a friend of Renick's, and dropped by the dingy little office at 48 Marietta Street, where he met Wilson. The two were most congenial and, to Wilson, the meeting was delightful. Many years later, as President of the United States, he was to appoint Page Ambassador to the Court of St. James.[47]

To make a long story short, the 'potentially great' law firm of Renick & Wilson gave up the ghost in the middle of 1883. The junior partner enrolled at Johns Hopkins in Baltimore to pursue his studies, but not before he had met and fallen in love with Ellen Axson, of Rome, Georgia. They were married in 1885.[48]

Shortly before leaving Atlanta, Wilson wrote:

"Here the chief end of man is certainly to make money, and money cannot be made except by the most vulgar methods. The studious man is pronounced impractical and is suspected as a visionary. All students of specialties—except such practical specialties as carpentering, for instance—are classed together as mere ornamental furniture in the intellectual world—curious, perhaps, and pretty enough, but of very little use and no mercantile value."[49]

Says Ray Stannard Baker:

"No doubt his comments on North Georgia, the reaction of his own high-keyed, impatient, ambitious spirit, as yet wholly unadjusted, are too scathing, for he himself made friends there, and found in Renick and others 'companions of the mind.' If his roots had gone deeper into the life of Atlanta, even at that time, he would have found far more of the nourishment his spirit sought."[50]

The career of Edward I. Renick, just after he left Atlanta for Washington, for a time eclipsed that of his partner in brilliancy, and it seemed that he was headed for greatness when death intervened. He obtained a small government job at the capital, but rose steadily, and was sent to the American embassy in Paris by President Benjamin Harrision. Under the second administration of Cleveland, he served as assistant secretary of state.[51]

Jack Johnson Spalding was born at Morganfield, Kentucky, in August, 1856, and, in 1877, married Miss Elizabeth Hughes. Like his contemporary, Woodrow Wilson, he arrived in Atlanta at 25, but somewhat earlier, on January 4, 1882. He and his young wife made the trip from Kentucky by horse and buggy, packet, and several railroads, including the historic Western and Atlantic. With a couple of other young men Spalding hired a room in the old James building, dividing the janitorial duties which comprised most of their work.[52] The *City Directory* of 1882, the first in which the young lawyer was listed, carried the entry in bold type:

"SPALDING, JACK J., lawyer, room 5, 6½
Whitehall, bds. 67 N. Pryor."

During his first year of law practice in Atlanta, Jack Spalding earned $626. In his second year he was appointed assignee for a wholesale house, and by virtue of having had a bookkeeping and business course, was able to pay all the firm's debts and return the property clear, with some money to boot. This feat impressed journalist Henry W. Grady, who published the fact in the *Constitution*, saying that it was the only instance he ever heard of where an assignee paid a firm's debts in full and turned back money. The story gave young Spalding a fine start. He made $2600 that year.[53]

Throughout the next fifty-odd years Jack J. Spalding built one of the greatest law practices in the South. He had a succession of distinguished partners, including Alexander C. King, Pat Calhoun, John D. Little, E. Marvin Underwood, Daniel MacDougald, John A. Sibley, Robert B. Troutman, Pope F. Brock, and his eldest son, Hughes Spalding. Mr. Spalding died December 8, 1938, full of years and full of honors, a Knight of Saint Gregory and a Knight of Malta, two of the highest distinctions accorded to laymen by the Roman Catholic Church.[54]

Alexander Hamilton Stephens, statesman and former vice-president of the Confederacy had been a frequent visitor to Atlanta from the time it was known as Marthasville. Late in 1882, by virtue of being elected governor of Georgia, he moved to Atlanta to occupy the Executive Mansion at Peachtree and Cain streets.

Neither Stephens nor Robert Toombs had approved of the prevailing trend of the organized Democracy in Georgia during the decade following the restoration of home rule. So, in 1882, the Independents, composed of so-called renegade Democrats and certain Republicans, sought to capitalize upon the fame of Stephens by presenting his name as their candidate for Governor. This threat was so formidible that the regular Democrats hastily besought Stephens to become their candidate in the interest of party solidarity. He consented, and thus put an end to Independence in Georgia for the decade of the eighties. General Lucius J. Gartrell, eloquent lawyer of Atlanta, became the Independent Democratic candidate in opposition to Stephens, but lost the election. His vote was 44,896 compared to 107,253 for "Little Alec."[55]

Stephens should never have considered the office. He was seventy, which for him was ninety; he was constantly ill, his strength was gone; he was confined to a wheel chair and his memory was failing. Sense in this case, yielded to ambition. After a triumphal ride from Liberty Hall at Crawfordville, the new Governor was inaugurated on November 5, 1882, in De Give's Opera House. His inaugural was brief and noncommittal. He said only that he entered office "with no feelings of elation, but rather of deep depression from a profound sense of the weight of responsibility." After the crowd was permitted to come on stage and shake his hand, Governor Stephens was driven through the sunny streets to the Executive Mansion.[56]

In February, 1883. Stephens went to Savannah in connection with that city's sesquicentennial. The trip was too much for the invalid Governor. It proved to be the strain that severed the tenuous thread of his life. Upon his return, on February 12th, he was able to work about a week. He then took to his bed, never to rise again, and died on the night of Saturday, March 4th.[57]

The funeral, attended by thousands, was held on March 8th. Pallbearers were James M. Smith, Rufus B. Bullock, Alfred H. Colquitt, John B. Gordon, Joseph E. Brown, Robert Toombs, and Emory Speer. The body was interred temporarily in the vault of the late David G. Cotting, former Secretary of State of Georgia, in Oakland Cemetery. An era in Georgia political history had ended.[58]

A number of old and well-known local citizens died during 1882. Among them were Dr. Needom L. Angier, the New Hampshire-born physician, druggist, teacher, insurance agent, state treasurer and ex-mayor; William Drysdale Ellis, native of Horry District, South Carolina, resident of Atlanta since 1866, and a retired cotton merchant and railroad builder; Dr. William T. Brantley, pastor of the Second Baptist Church from 1861 to 1871, who died in Baltimore, Maryland; Jesse Wood, a resident since 1825, farmer and extensive land owner; Andrew J. West, well-known locomotive engineer on the W. & A., killed when his fast mail and passenger train collided with a freight at Kingston; Willis R. Biggers, former president of Tallulah Fire Company No. 3, paymaster Air-Line R. R., and city clerk—a son of pioneer physician Stephen T. Biggers; Lewis Stowers, of near Lithonia, pioneer De Kalb resident, and son of Lewis

Stowers, Sr., a soldier of the Revolution; John B. "Baptist" Twilley, an old citizen of Panthersville District; John C. McMillan, grocer, bank director and city councilman, born in Robeson County, North Carolina, and came to Atlanta in 1860 from Palatka, Florida; Robert Cornelius Robson, general agent of the Green Line, orginally of Madison, Georgia and of a pioneer Kirkwood family; Patrick Fitzgibbon, long-time keeper of the combination city hall-court house, and John W. Medlock, who came to De Kalb from Gwinnett about 1840, and secured large land holdings along what is now Boulevard, Northeast, north of the present Ponce de Leon Avenue.[59]

The well known Kiser family suffered the loss of two of six brothers, sons of John and Eleanor Howell Kiser, pioneer settlers of old Campbell County. Meriwether P. Kiser, second of the six sons, died in Atlanta on February 14th, where he had long been a retail dry goods merchant. Years before he had been one of the original town commissioners of Powder Springs in Cobb County. Major John F. Kiser, youngest of the brothers, died on July 31st at 46. He was a partner, with older brother Marion C. Kiser, in the wholesale dry goods firm of M. C. & J. F. Kiser & Company. Both of the Kisers are buried in Oakland Cemetery.[60]

The summer of 1882 brought an end to the physical sufferings of the illustrious Senator Benjamin H. Hill, at his home, 182 Peachtree Street. S. P. Richards noted the sad event in his diary on Sunday, August 20th:

> "Dr. McIntosh preached us a fine sermon on the shortness of life in one sense and the endless duration of it in another sense. The subject was suggested doubtless by the death of Senator B. H. Hill by cancer of the tongue, in the zenith of his fame and usefulness. The whole city and state are in mourning for him."

A tall marble shaft, surmounted by a draped urn, and located in the eastern part of Oakland Cemetery, is inscribed:

BENJAMIN H. HILL,
Born in Jasper Co. Ga.,
September 14, 1823,
Died in Atlanta, Ga.,
August 16, 1882.

WHEN TOO FEEBLE TO SPEAK
HE WROTE THE FOLLOWING:

If a grain of corn will die and
then rise again in so much beauty,
why may I not die, and then rise
again in infinite beauty and life?
How is the last a greater mys-
tery than the first? And by as much
as I exceed the grain of corn in
this life, why may not I exceed it
in the new life?
How can we limit the power of
Him who made the grain of corn
and then made the same grain arise
in such wonderful newness of life!

NOTES—CHAPTER 60

[1] Reed, *Atlanta,* 265; *Annual Reports, Atlanta,* 1899, p. 586.
[2] Hornady, *Atlanta,* 427.
[3] Reed, *Atlanta,* 265.
[4] Harrison, "The Volunteer Firemen of Atlanta," *loc. cit.,* 263-264.
[5] *Ibid.,* 264.
[6] Reed, *Atlanta,* 285; *City Directory,* 1883, p. 11.
[7] *City Directory,* 1883, p. 11.
[8] *Ibid.*
[9] Reed, *Atlanta,* 285.
[10] "Garrett's Necrology."
[11] Phillips, "History of the Atlanta Fire Department," *loc. cit.,* 50-51.
[12] *Ibid.;* "Garrett's Necrology;" *Atlanta Journal,* Feb. 27, 1933.
[13] Phillips, "History of the Atlanta Fire Department," *loc. cit.,* 51.
[14] Harrison, "The Volunteer Firemen of Atlanta," *loc. cit.,* 264.
[15] Reed, *Atlanta,* 477; Fulton County Deed Book, LL, 801.
[16] *Annual Report of the Officers of the City of Atlanta for the Year Ending Dec. 31, 1885* (Atlanta, 1886), 18.
[17] Miller, ed., *Atlanta,* 222.
[18] Walter McElreath, "Sidney Root," *A.H.B.* XXIX (Oct. 1944), 182.
[19] *The Exposition Cotton Mills, Seventieth Anniversary, 1882-1952* (Atlanta, 1952).
[20] *Atlanta Constitution,* Jan. 11, 1882.
[21] *The Exposition Cotton Mills, Seventieth Anniversary, 1882-1952.*
[22] *Atlanta Constitution,* Mar. 30, 1952; *City Directory,* 1882.
[23] *Atlanta Constitution,* Mar. 30, 1952.
[24] *Ibid.,* Sept. 29, 1932; Mar. 30, 1934.
[25] *Atlanta Journal,* Jan. 10, 1932.
[26] *Ibid.; Atlanta Constitution,* Feb. 6, 1937.
[27] Avery, *History of Georgia,* 634.
[28] *Atlanta Constitution,* Nov. 21, 1882.
[29] Martin, *Atlanta,* II, 486; Wright, "Georgia Power Company," *loc. cit.,* 203.
[30] Wright, "Georgia Power Company," *loc. cit.*
[31] *Ibid.*
[32] *Ibid.,* 204.
[33] Scott, "The Romance of Atlanta Realty," *loc. cit.; Atlanta Constitution,* July 24, 1884.
[34] *Atlanta Constitution,* Dec. 28, 1882.
[35] *Ibid.,* Apr. 24, 1885.
[36] *Who Was Who in America, 1897-1942,* Vol. I, 1364; William Allen White, *Woodrow Wilson* (Boston, 1924), 90.
[37] White, *Woodrow Wilson,* 90; Ray Stannard Baker, *Woodrow Wilson, Life and Letters, Youth, 1856-1910,* (New York, 1927), 138.
[38] Quoted, Baker, *Woodrow Wilson,* 139-140.
[39] *Ibid.,* 140; *City Directory,* 1883.
[40] Baker, *Woodrow Wilson,* 140; *City Directory,* 1882.
[41] Baker, *Woodrow Wilson,* 141.
[42] *City Directory,* 1883, p. 183.
[43] *Ibid.,* 457; Baker, *Woodrow Wilson,* 142.
[44] Baker, *Woodrow Wilson,* 148-149.
[45] White, *Woodrow Wilson,* 91-92.
[46] *Woodrow Wilson,* 144.
[47] Baker, *Woodrow Wilson,* 144-145.
[48] Baker, *Woodrow Wilson,* 159-167.
[49] Quoted, *ibid.,* 169.
[50] *Ibid.,* 169.
[51] "When Woodrow Wilson Practiced Law in Atlanta," *Atlanta Journal Magazine,* Feb. 17, 1924.
[52] *Atlanta Constitution,* Dec. 9, 1938.
[53] Walter G. Cooper, *The Story of Georgia* (New York, 1938), Biographical Volume, p. 39.
[54] *Ibid.; Atlanta Journal,* Dec. 8, 1938.
[55] Saye, *Constitutional History of Georgia,* 316-317.
[56] Von Abele, *Alexander H. Stephens,* 312.
[57] *Ibid.,* 314.
[58] *Ibid.,* 316-317.
[59] "Garrett's Necrology."
[60] *Ibid.*

CHAPTER 61

1883

IN THE election for mayor to serve during 1883 and 1884, held on December 6, 1882, local voters had a choice between a lawyer, John B. Goodwin; a physician, Dr. Elisha J. Roach, and a journalist, John H. Seals, editor of the *"Sunny South."*[1]

The plaform of the latter, was, to say the least, unique. He proposed to build a grand amphitheater; bridge Whitehall street crossing; pave all the streets in town, and make other needed improvements, all without any taxation whatever.[2]

In lieu of this time-honored and ever-increasing inconvenience, candidate Seals proposed that the property owners of Atlanta unite and carry their own fire insurance. Instead of premiums being paid to insurance companies they would be paid into the city treasury. Custodians of the fund would be called the "City Fire Insurance Commission." Out of the sums thus collected, three percent per annum would cover city officers' salaries. Five percent would be allowed for fire losses; the remainder to be invested at eight percent interest as a reserve fund for improvements, reduction of the city debt, etc.[3]

An even 500 voters thought enough of this plan to vote for Colonel Seals. Considerably more took a dim view of the journalist's financial proposals, and gave Dr. Roach 881 votes and Mr. Goodwin 1247.[4]

The new mayor, John Benjamin Goodwin, was born on a Cobb County farm in 1850. After attending school in and around Powder Springs, he clerked for three years in a general merchandise store in that town. Moving to Atlanta in August, 1870, he entered the law office of Gartrell & Stephens as a student. In September, 1871, he was admitted to the bar, and practiced for a year, when he accepted work on the *Daily Herald,* then under Alex St. Clair-Abrams, as a reporter. His newspaper experience proved interesting and not a little exciting, but in 1874, he returned to his first love, the law. Mr. Goodwin gained experience in municipal government by service as a city councilman in 1874, 1875 and 1876, and as an alderman in 1879, 1880 and 1881.[5]

John H. Mecaslin was chosen alderman-at-large in the election of December 6, 1882. At the same time one new councilman from each ward was selected. They were: First ward, James A. Gray, lawyer; second ward, Volney Dunning, grocer; third ward, Samuel W. Day, fish and ice dealer; fourth ward, Benjamin F. Longley, contractor; fifth ward, Elias Haiman, president Southern Agricultural Works.[6]

On July 2, 1883, the following ministerial officers were elected: Clerk, John H. Goldsmith; treasurer, Edward S. McCandless; marshal, James W. Loyd; auditor and recorder, James A. Anderson; city attorney, Edgar A. Angier; engineer, Hugh Angier; tax collector and assessor, David A. Cook; tax receiver and assessor, Clem R. Harris; sexton, W. A. Bonnell; and hall-keeper, Jacob Morris.[7]

A sixth ward was established by ordinance on November 5, 1883, with boundaries as follows: Commencing at the point where Butler Street crosses the Georgia Railroad, and running along North Butler Street to North Avenue; thence along North Avenue to Myrtle Street; thence along Myrtle Street to the corporation line [Third St.]; thence around the corporation limits in a westerly direction, to a street known as Apple Street [then a continuation of Williams Street north of North Avenue]; thence along Apple Street to Williams Street; thence along Williams Street to West Cain Street; thence along West Cain Street to James Street; thence along James Street to Forsyth Street; thence along Forsyth Street to Western & Atlantic Railroad; thence along the Western & Atlantic to the Georgia Railroad to the beginning on Butler Street.[8]

The County elections of early 1883, produced no changes in Fulton. All incumbents held over for another term. The County Commission, not yet an elective office, was composed, in 1883, of George W. Adair, Green T. Dodd, Calvin W. Hunnicutt, John R. Gramling and Anthony Murphy. In De Kalb County three new officers took over in January, 1883. Frank L. Guess succeeded Edward M. Kittridge, as surveyor; Morgan Veal succeeded Turner L. Evans as coroner, and H. H. Burgess succeeded Irvin S. Teat as receiver of tax returns.[9] The Burgess family, incidentally, has been prominent in De Kalb County affairs ever since. Ben B. Burgess, a grandson of the original H. H., is the present Clerk of the De Kalb Superior Court.

The *Constitution* of January 25, 1883 gives us some interesting current statistics relating to Decatur, a full-fledged town when the site of downtown Atlanta was mostly a tangled thicket:

"Decatur, Jan. 23,—The last meeting of the mayor and council of Decatur was held last night for the purpose of making their annual reports, and to turn over to their successors the reins of the town government for 1883.

"H. R. Jewett, treasurer, submitted his report showing receipts and disbursements. Receipts from former treasurer J. A. Mason, $119.40; balance on liquor licenses, 1881, $50; liquor licenses to Crockett & Hunter, June, 1882—June, 1883, $100; street tax, 1882, $275.20; property tax, 1882, $378.73; fines, $112.40; cemetery lots, $27.70; other sources, $5, making total $6,698.43. Of this amount, the mayor, clerk, treasurer, marshal and sexton received for salaries $545. Paid expenses were—quarantine, $61.90; vaccination, $67.50; appropriation on town clock, $400; schools, $25; street lamps and posts, $50; work on streets and in cemetery, and for bridge, lumber, nails, working implements, record books, trees, hitching posts, printing, etc., $431.87—leaving a balance in the treasury of $387.11.[10]

"The report of Captain T. B. Watkins [town marshal] shows 134 persons in town subject to street tax, which amounts to $335, of which $275.29 was paid in money, $49.25 in work, and $10.55 uncollected. There were 729 days work done on the streets, 24 of convict labor, 98 in payment of street tax, and 607 of hired laborers. The marshal made 29 arrests, 32 cases by summons; fines paid were $127, all collected except $4.

"The number of interments during the year was 38; 15 whites, 23 colored; 17 were males; 21 were females; 14 in early infancy (under 1 year); 5 between 5 and 10 years old; 4 between 10 and 25 years; 10 between 25 and 50 years old; 2 over 50 years of age; 3 age unknown. Four died from consumption, 5 from pneumonia, 10 from teething and troubles incident to infancy, 3 still births, 2 disease of heart, 2 from croup, 1 each from congestion, inflammation, erysipelas, scrofula and dropsy; 1 from violence, 6 from causes unknown.

"Mayor Word, who was reelected, has conducted a prosperous and successful administration of one year."

On March 5, 1883, the day following the death of Governor Alexander H. Stephens, James S. Boynton, of Griffin, President of the Senate, succeeded to the office until a special election could be held.[11]

A convention of the Democratic party met in Atlanta in April. The most promising candidate for the nomination was Augustus O. Bacon, Speaker of the House for the past eight years. Due, however, to the active support of Henry W. Grady and the *Atlanta Constitution,* the nomination went to Henry D. McDaniel, banker, railroad director, member of the House from Walton County, and a son of pioneer Atlantan Ira O. McDaniel.[12]

Attorney Woodrow Wilson, from his office window across Forsyth Street from the State House, witnessed the crowd assembling for the inauguration of Governor McDaniel on May 10th. The next day he wrote to a friend in Berlin:

> ". . . Governor McDaniel was inaugurated yesterday. As I sat here at my desk I could see from my office windows, which look out upon the principal entrance of the big, ugly building which serves new Atlanta as a temporary capitol, the mixed crowds going in to secure seats in the galleries of the House of Representatives at the inauguration ceremonies. They were probably not much entertained, though they may have been considerably diverted, for our new governor cannot talk. He stutters most painfully, making quite astonishing struggles for utterance. A Tennesseean wag expressed great commiseration to Georgia in her poverty of sound candidate material, and offered to send some over from Tenn. for the relief of a state which was about to replace a governor who could not walk [Stephens] with a governor who could not talk. McDaniel is sound enough in other respects, however—not remarkable except for honesty—always remarkable in a latter-day politician—but steady and sensible, all the harder worker, perhaps, because he can't talk. . . ."[13]

In general, McDaniel did make an able executive and was reelected without opposition in 1884.[14]

Among the present-day Atlanta organizations which had their inception in 1883 are the *Atlanta Journal,* the Capital City Club and the Nine O'Clocks.

The old expression "many are called but few are chosen," has a certain degree of aptness insofar as Atlanta's newspaper history is concerned. Of the many papers called forth by hopeful editors since the *Luminary* first appeared in 1846, only two had really been chosen by public support, the *Intelligencer,* which folded in 1871, and the *Constitution,* a success since its founding in 1868.

On February 24, 1883, from a modest office and plant at 14 West Alabama Street, appeared the first issue of the *Atlanta Journal,* an evening paper destined for abundant success.[15]

Originator of the new journalistic venture was Edward F. Hoge, native East Tennesseean, Confederate soldier, ex-member of the legislature from Fulton County and attorney-at-law.[16]

In Vol. I, No. 1, the *Journal* spoke its first words:

> "The *Evening Journal,* in presenting itself as a candidate for public favor, has few promises and no boasts to make. Our editorial department will be under the exclusive control of those who are 'to the manner born,' and therefore our patrons need not fear that any offense will be given through ignorance of Southern sentiment or lack of sympathy with it. In politics the *Journal* will be Democratic, though not so (loosely) buckled in the harness that it will

unthinkingly yield to the party lash in the hands of those who may assume the right to rule. We commit ourselves unreservedly to the cardinal Democratic principles, but shall deal with party methods as occasions arise.

"As a news gatherer the *Journal* proposes to stand foremost in the front rank and covets a critical judgment of the public from day to day upon the measure of its success.

"At the same time, it promises that the matter and tone of the paper shall be as fit for the hearthstone as for the hustings. . . ."[17]

Even more definite information was given to the public in a two column, page-length advertisement in the first issue:[18]

— THE —
ATLANTA JOURNAL
WILL BE ISSUED
EVERY AFTERNOON
FROM THE OFFICE,
No. 14 West Alabama Street.
IT WILL BE DEVOTED TO
POLITICS, GENERAL AND LOCAL NEWS.

The purpose of the Publishers is to make THE JOURNAL
A NECESSITY TO EVERY RESIDENT OF THE CITY
who desires to keep fully up with the times.
THE LOCAL DEPARTMENT
WILL FURNISH A
FULL AND ACCURATE REPORT
of the least general interest that transpires

THE PRICE OF SUBSCRIPTION
is made so low as to be within the reach of everybody,
and with the large circulation that is already assured
THE JOURNAL will be an
EXCELLENT ADVERTISING MEDIUM.

The Business Management
will be liberal and conducted in a strictly business way.

Terms of Subcription:

One Year	$5.00
Six Months	2.50
Three Months	1.25
One Month	.40

Or Ten Cents Per Week, Payable Weekly,
The Journal Publishing Co.

Shortly after he established the *Journal,* Colonel Hoge's health began to fail. Not long before his death, which occurred at Mount Airy, Georgia on August 10, 1885, he sold the paper to John Paul Jones, of Toledo, Ohio. Jones, a capable business man, moved to Atlanta, and ran the *Journal* with varying success for a couple of years.[19]

Then a new era began for the *Journal.* Hoke Smith, a brilliant 37-year-old lawyer, with "New South" ideas counted out $10,000 and became president-publisher of the four-year-old paper on June 1, 1887. Associated with him were Henry H. Cabaniss and Josiah Carter, both newspaper men of note.[20]

Smith's immediate program was expansion. He saw what Atlanta was headed for and resolved to keep its *Journal* "foremost in the front rank . . . that we may not be forestalled." He widened and intensified news coverage, and installed new equipment with which to handle it. Circulation leaped from 9,000 to 12,000 during his first year at the controls.[21]

Soon the *Journal* began to make itself heard in the councils of the mighty. In 1888 it led the Georgia campaign for Grover Cleveland, and in the following year championed the cause of John B. Gordon for the Senate. In the contest preceding the national Democratic convention of 1892 its editorial guns banged away for Cleveland against the bitter opposition of David B. Hill's advocates. Cleveland won the nomination and the election, and in recognition of Hoke Smith's talents and services named him Secretary of the Interior, the only Atlantan ever to attain Cabinet rank.[22]

In 1894 the *Journal* obtained the full day-report of the Associated Press on a 90-year contract. Then, in the summer of 1896 Hoke Smith resigned from the Cleveland cabinet and came home to man his editorial guns for a shelling of the "free silver" stampede. Standing resolute against the popular hue and cry, the *Journal* stood on its conservatism and slugged it out through one of the nation's crucial hours, economically speaking, and lived to see horse sense triumph.[23]

As the new century dawned, Hoke Smith and associates sold the paper to James R. Gray and associates in 1900 for $300,000. From a value of $10,000 in 1887 to thirty times that much in 13 years is quite a record.[24]

Gray, (1859-1917), one of Atlanta's best citizens, was born at Adairsville, Georgia, and came to Atlanta not long after his admission to the bar in 1879. Here he became a partner of the late Judge W. D. Ellis, and, in 1881, was married to Miss May Inman, a daughter of Mr. and Mrs. Walker P. Inman. In September, 1900, he became general manager and editor of the *Journal.* He purchased a controlling interest in the paper in 1905, and became president and editor, positions he held until his death.[25]

The *Journal* made excellent progress under James R. Gray. Already first in the South with a woman's page devoted exclusively to feminine interests;

already first to send its correspondents off to war (John S. Cohen to cover the naval forces and Morton Smith to cover the land forces in the Spanish-American War) the *Journal* now added new firsts to its record.[26]

In 1901 the paper recognized sports as top-flight news and gave the South its first section, with adequate space and specialized reporting. In May of 1902 came the first Sunday edition, and, in 1912, the South's first Sunday Magazine, then as now under editor Angus Perkerson.[27]

Meanwhile, after a stay of only a few months in its original location at 14 West Alabama Street, the *Journal* moved to 32 South Broad Street. It remained on this thoroughfare until 1911, when the building at Forsyth Street and Journal Way, built specifically for the paper, was occupied. This was "home" to the *Journal* until early 1949, when the present modern structure across the street was ready for occupancy.[28]

In 1919, the *Journal* installed the South's first newspaper-owned rotogravure plant, to put local and state pictures in its own "brown section," and get away from the canned pictures sent out by the syndicated rotos.[29]

Radio was brought South in 1922, when the *Journal* became the first newspaper in Dixie, second in the nation, to open its own broadcasting station. WSB, "The Voice of the South," went on the air with 100-watts—now clear-channels the Cotton States and beyond with 50,000 watts.[30]

Following the death of James R. Gray, in June, 1917, Major John S. Cohen, with the *Journal* man and boy, since 1889, took the helm. Reporter, soldier, editor, publisher, Democratic national committeeman and United States Senator, he carried on for 18 years, balancing old tradition with new invention, until his own death in 1935.[31]

Whereupon Inman Gray, elder son of James R. Gray, became president, and James R. Gray, Jr., became editor, sharing the two offices held by their illustrious father for twelve years.

For some time the Journal had been under the surveillance of James M. Cox, former Governor of Ohio, Democratic candidate for President in 1920, and owner of newspapers in Dayton and Springfield, Ohio and Miami, Florida. He wanted the *Journal*—wanted it $3,156,350 worth. And so, after months of negotiations with the owners and stockholders, he came to Atlanta on December 13, 1939, to close the deal.[32] Edward F. Hoge, Confederate soldier, dead these 54 years would have been amazed. So too, would have been John Paul Jones, who doubtless figured the $10,000 he got from Hoke Smith in 1887, was a fair price for the then-young paper.

Following the purchase by Governor Cox, he became Chairman of the Board of the *Journal,* while John A. Brice, who had come with the paper in 1896, as a bookkeeper, became President. Upon the death of Brice in 1946, George C. Biggers, a tall silver-haired Kentuckian, veteran newspaper executive of both Atlanta and Birmingham, succeeded to the presidency of the enterprise.[33]

A few months after the *Journal* was launched an event occurred that not only tested the mettle of Colonel Hoge and his small staff, but also that of the recently organized paid fire department.

H. I. Kimballs' great hotel, a symbol of Atlanta's hospitality, had stood in dignified splendor at the center of the city since 1870. Spectacular as had been its opening, the sudden demise of the hostelry transcended, in this respect, any local event since Sherman's departure in 1864.

A 4:30 A.M., Sunday, August 12, 1883, Captain William Flynn, a night watchman, noticed a tongue of flame emerging from a rear elevator shaft in the southwest part of the building. While he called the fire department, policeman Thomas J. Thompson, patrolling his beat nearby, hurried into the hotel and informed the clerk on duty that the building was afire. Levi Scoville, the lessee and manager was immediately summoned, and with great coolness and judgment, began to arouse the guests. The hotel was nearly full, many of the guests being women and children, but Mr. Scoville summoned all the servants to his assistance and every guest was removed safely.

Within an hour the building, which was highly inflammable, was a mass of crimson flame and several thousand spectators had collected. Fortunately no wind was blowing, and while Fire Chief Matt Ryan and his men made valiant but ineffectual efforts to save the hotel, they did keep the fire from spreading to adjacent structures. The fireman, in fact, worked until 6 P.M., Sunday afternoon, by which time the Kimball House was a smoldering ruin, spectacular to the end.

While the cause of the fire was never accurately determined, it was thought to have originated in a fruit stand operated by an Italian on the Wall Street side of the building. The proprietor was an inveterate cigarette smoker, and it was believed that a live stub had been carelessly left among the tissue paper wrappers used around the fruit. The fire, smoldering for some time after he closed for the night, finally burst into a blaze, the result of which has been told.

Serious as the fire was, it was not without its laughable features. As soon as the proprietors of adjacent business houses heard of the fire, they rushed downtown in frantic haste to safeguard their stocks, account books, valuable papers, etc. One of these was Elam Johnson, wholesale grocer, of 12 Decatur Street. Having done all that was humanly possible to safeguard his own affairs, Mr. Johnson was standing on the head of a barrel of molasses, calling to his neighbors across the street such advice as seemed to him needful in the emergency. Suddenly the head of the barrel gave way. Temporarily, Mr. Johnson disappeared, to emerge a minute or two later, a dripping mass of sweetness.

Robert H. Richards, a director of the Atlanta National Bank, was a regular boarder at the Kimball, occupying, with his wife, a large second-floor room overlooking Pryor Street. Most of the furnishings of the room were the personal property of Mr. Richards. While fire raged around him he remained in his room coolly tossing out articles of furniture, clothing and other valuable possessions through the windows to the side-walk below, where spectators quickly moved them to safety. Richards was urged to leave the building, but remained until his room was empty, after which he barely escaped the flames himself.[34]

The Kimball House fire, speaking from an 1883 newspaper viewpoint, happened at an impossible hour. The *Constitution* had long since rolled out its Sunday morning edition, and the *Journal* would not be out again until Monday afternoon. It looked like the *Constitution* had a scoop for Monday morning.

So early Sunday morning, while the fire raged, Colonel Hoge called out his staff. He informed them, "Gentlemen, a whale of a story is upon us. And rumors are going out by the second, growing wilder and wilder. If something isn't done to get a complete and accurate story disseminated over the South ahead of these rumors, there'll be the devil to pay." (One tale said "hundreds" were cremated.)

Coats came off and sleeves went up. For the Kimball House, like Atlanta, did not belong only to itself; it belonged to the whole South. And as the reporters of the opposition went in that Sunday afternoon to write their accounts of the blaze for the next morning's paper, they picked their embarrassed way through newsboys hawking a *Journal* extra.

Commented the venerable *Augusta News*: "The Sunday evening extra edition of the *Journal* was the largest piece of newspaper enterprise ever gotten out in Atlanta."[35]

That it was a major scoop cannot be gainsaid.

The fire did not escape the diary of S. P. Richards. He recorded, on Sunday, August 12th:

"On awaking this morning I heard that the Kimball House was burning and falling and soon found out that it was truly so. We went to see it and staid until the front wall fell out from top to bottom with a terrible thud. But what is strange, as far as we can hear not one life was lost or any one maimed out of over 300 guests. It is quite a loss to Atlanta but no doubt it will be rebuilt at once in a more substantial and elegant style."

It was. Mr. Kimball was in Chicago at the time of the fire, but on the night of August 12th he was aroused from sleep to receive a telegram annoucing the burning of the hotel. He returned to Atlanta immediately, organized a stock company, and raised the necessary capital for its rebuilding.[36]

Ground was broken for the new building on November 12, 1883; the first brick was laid, December 12th; celebration and high tea on the roof, August 12, 1884; partial opening to the public, January 12, 1885, formal opening of the completed hotel, April 30, 1885.[37]

In commenting upon the completion of the new Kimball House, *Harper's Weekly,* for May 2, 1885, said in part:

"The building is of pressed brick, with terra cotta and granite trimmings, is thoroughly fireproof, and is located within a few hundred feet of the center of the city. The house rises seven stories above the basement, contains 31 stores and general offices, 357 large airy sleeping chambers, and 22 large public rooms, not including kitchen, storerooms, bakery and working apparatus rooms. As it will be seen, the building has a distinct suggestion of Dutch Renaissance in which the New York of two centuries ago was built; of which so many examples are to be seen in Holland and North Germany, and which is peculiarly appropriate, by its expression of quaint and comfortable domesticity, to the uses of the inn.

"The interior decorations and appointments are so disposed as to give to each and every part of the building an elegant and artistic feature of its own. The citizens of Atlanta feel a just pride in the accomplishment of this enterprise. The formal opening is made the occasion of a congratulatory banquet and reception that gives it especial interest in the annals of the city."

And so, with some changes and renovations, the Kimball House stands today, not so fashionable as in former days, but still furnishing food for the hungry and lodging for the weary.

Prior to 1883, Atlanta had no social club, organized and operated in the manner by which such institutions are known today.

The Capital City Club, Atlanta's first, came into being because on a certain evening, early in 1883, four young men had nowhere to go. One of them was the late Bartow M. Blount. He told the story himself:

"At that time the lobby and billiard rooms of the Kimball House were the favorite meeting places of Atlanta's young men. On the evening of which I speak these were so crowded that Arch and Joe Orme and Lewis Redwine and I could hardly find standing room, so we went upstairs to Arch and Joe's room. It was there that the idea came to us that there ought to be a young men's club. An attempt to organize a social club had been made by leading citizens sometime before, but their plans were too elaborate and the club died aborning. While we sat in the room and talked the matter over we made up lists of names of people whom we were to see with the idea of enlisting their interest."[38]

A group of young men who sat at the same table in the Kimball House dining room formed the nucleus of the new club. Among these were Mr. Blount, Martin F. Amorous, Arch and Joe Orme, J. Tom Brock, Lewis Redwine and W. H. Wimberly. At one of the subsequent meetings, the name Capital City Club, suggested by Mr. Brock, was adopted.[39]

On April 17, 1883, a charter, signed by a group desiring to be incorporated and made a body corporate and politic, under the laws of Georgia, with the corporate name and style of "The Capital City Club," was filed with Cicero H. Strong, Clerk of Fulton Superior Court. Petitioners, and charter members of the club were:

H. C. Stockdell, J. C. Freeman, A. E. Thornton, C. W. Crankshaw, H. C. Glenn, J. C. Knox, C. D. Meador, S. H. Phelan, E. C. Peters, W. E. Ragan, W. H. Wimberly, J. P. Stevens, C. B. Tyler, Jack W. Johnson, J. G. Zachry (attorney for petitioners), Clinton Jones, J. R. Lewis, J. M. Harwell, W. D. Deane, Samuel Martin, A. P. Woodward, J. T. Brock, E. T. Paine, B. M. Blount, E. R. DuBose, M. F. Amorous, C. E. Harman, Frank Holland, W. M. Dickson, S. F. Parrott, L. D. Aylett, Webster Davis, H. M. McKeldin, George W. Harris, O. A. Sanders, C. T. Watson, R. R. Bridges, Jr., Arch Orme, T. M. Barna, W. A. Turk, George G. Crawford, Henry Hurt, J. S. Iverson, Joseph Thompson, Jr., R. C. Johnson, Francis Fontaine, F. L. Hart, Lewis Redwine, F. N. Buck, C. E. Caverly, C. P. N. Barker, Thomas Egleston, L. O. Stevens, Clarence Knowles, E. L. Voorhees, E. C. Spalding, Hoke Smith, F. T. Ryan, Grant Wilkins, F. H. Richardson, Bernard Peyton, and J. T. Orme.[40]

On the day following the application for charter, the *Constitution* took cognizance of the new organization:

"CAPITAL CITY CLUB.

Completion of the Organization of a
Gentlemen's Social Club in Atlanta.

In this issue of the *Constitution* will be found the petition of the members of the Capital City Club asking a charter for their organization. There are seventy charter members and several more were elected at a special meeting last Monday night. It is the aim of the gentlemen who have connected themselves with this enterprise to make such a social club as Atlanta may be proud of. The regulations are strict, and the club will be conducted in the most exemplary manner. The elegant residence of Dr. H. V. M. Miller, on Walton Street [No. 43, southeast corner Fairlie Street] has been leased for five years.

It will be put in readiness for the club quarters in the course of the next three weeks. The club has about $4000 with which to start. The rooms are to be furnished in the lastest and most elegant style. When completed they will compare favorably with any club rooms to be found in the South and will furnish to the members and their visiting friends a most elegant social resort. The Capital City Club may be set down as one of the institutions of Atlanta. Its members are enthusiastic and resolved to make it a success. It is thought that the club house will be ready for occupation by the 10th of May."[41]

The original club charter was issued by Judge William R. Hammond on May 31, 1883. Since then it has been renewed three times, first, in 1903, by Judge Leonard S. Roan; second, by Judge George L. Bell, in 1923, and finally by Judge Paul S. Etheridge in 1944.[42]

Under the leadership of its first president, Harry C. Stockdell, an insurance man, the Capital City Club quickly outgrew the Miller home, and sought larger quarters. These were found in the summer of 1884 in what was known as the second John H. James mansion. This home, built by banker James, on the northwest corner of Peachtree and Ellis streets, following the sale of his first mansion to the State for a Governor's mansion, was described as "elegant," "superb," and "palatial."[43] Known as 114 Peachtree it served the club most acceptably until December 16, 1911, when its present home at Peachtree and Harris streets was occupied.[44]

Golf was added as a major club activity in 1912, during which year the present Brookhaven property was rented, with an option to buy, from the Glover Realty Company. A nine hole course was laid out, but during 1913-1914 the property was purchased and the course increased to 18 holes. Since that time the golf club has had but two professionals. The first was Jimmy MacKenzie who served five years. Howard "Papa" Beckett was then transplanted from the midwest. He soon endeared himself to the golfing members, and remains today as club professional. The present beautiful country club was opened on October 6, 1928.[45]

From the time of its first ladies' reception, held at the Walton Street location, the Capital City Club has been a center of social life in Atlanta. Many distinguished guests have been entertained there, among them President and Mrs. Grover Cleveland, Presidents McKinley and Taft, and the President of the Confederacy, Jefferson Davis. Ethel Barrymore was feted there in her prime, and in more recent years stars of the Metropolitan have been guests at brilliant dinner-dances during the annual weeks of grand opera. There, after their performances at the Auditorium, Caruso, Geraldine Farrar, Rosa Ponselle and others sometimes sang informally as their own tribute to that famous southern hospitality which is one of the traditions of the club.[46]

Past presidents of the Capital City Club, from its organization to 1950, have been:

Harry C. Stockdell, 1883-84.
Robert J. Lowry, 1884-85.
Livingston Mims, 1885-91.
Henry Jackson, 1891-93.
Livingston Mims, 1893-1906.
Albert Howell, 1906-1908.
Dr. Wm. S. Elkin, 1908-1910.
John W. Grant, 1910-12.
Robert F. Maddox, 1912-14.
Wm. T. Gentry, 1914-15.
Edward H. Inman, 1915-17.
James D. Robinson, 1917-18.
John S. Cohen, 1918-19.
Ulric S. Atkinson, 1919-20.
J. W. Goldsmith, Jr., 1920-21.
Edwin F. Johnson, 1921-22.

Thomas H. Daniel, 1922-24.
Robert H. Martin, 1924-25.
James L. Dickey, 1925-27.
E. Rivers, 1927-29.
Wm. C. Wardlaw, 1929-31.
Charles T. Nunnally, 1931-32.
Albert E. Thornton, Jr., 1932-34.
Jackson P. Dick, Sr., 1934-36.
John L. Westmoreland, 1936-38.
Clark Howell, 1938-40.
N. Baxter Maddox, 1940-42.
R. Clyde Williams, 1942-43.
James D. Robinson, Jr., 1943-45.
John O. Chiles, 1945-47.
Robert H. White, Jr., 1947-49.
George C. Biggers, Sr., 1949-50.[47]

Superintendent of the club since 1910, has been William P. "Bill" Timmie, who upon completion of 40 years service in 1950, was paid a special and well deserved tribute by the membership.[48]

The late Mrs. A. P. Brantley, of Atlanta, reminiscing in 1946, told the story of the first ball given by the Nine O'Clock German Club, a social organization composed originally of eligible young bachelors, and formed about the same time as the Capital City Club.

"I'm sure I'm the only woman alive who attended the first Nine O'Clock ball, and what a vast difference between the parties they give now and those of my day!"

She cast a sidelong glance in the direction of the morning paper, which carried photographs of some of the Nine O'Clock guests in the fancy and bizarre costumes they wore on New Year's eve [1945].

"The ball was never, never a costume affair. The young ladies wore lovely, dignified gowns with long trains, and no gentleman ever thought of appearing except in swallow tails. It was the Nine O'Clock German Club when it was organized back in March of 1883, and the first ball was held in the ballroom of the Kimball House, which was then society's most fashionable gathering place. It was not until 1917, for obvious reasons, that the name was shortened to the Nine O'Clocks."

Mrs. Brantley, who was then Ella Foreacre (daughter of railroad executive Green J. Foreacre) and one of the acknowledged belles of the ball, recalls that the late Joseph Thompson, Jr., was the first president of the club, and that the dances always began promptly at 9 o'clock and ended just as promptly at 12. The refreshments were simple, she said, but the enjoyment was superb.

"For instance, there was the favor table at one end of the ballroom, which was presided over by Mrs. Robert Lowry, Mrs. Livingston Mims and Mrs. Rhode Hill. The favors were lovely and were highly prized by the young ladies. Of course you only received one when a favor figure was announced, and you were selected to be 'led out' by one of the members who presented it to you."

Mrs. Brantley explained that the favors included such things as beautiful feather fans, small gilded containers filled with candies, sprays of artificial flowers, and cunning little fancy paper parasols. There were none of the noisy souveniers or the 'crazy' paper hats of the present, it seems.

And the stately waltzes and minuets as played by Wurm's orchestra have been replaced by snappier dance music, sprinkled with boogie-woogie. "Our favorite dance music in those days," mused Mrs. Brantley, "included selections from 'The Mikado,' 'La Fille de Madame Angot' and 'L'Estudiante.' And the balls always ended with 'Home Sweet Home,' instead of the present popular 'Goodnight Sweetheart.' Prof. A. J. Wurm and his sons, Albert, Adolphus and Charles, composed the orchestra, which was a musical institution in those days and played at all the important parties and weddings. They were educated and cultured men, possessing outstanding musical talent."

Mrs. Brantley attended that first ball with the late Joseph T. Orme, who was secretary of the club; was one of the city's best dancers and quite a favorite with the ladies.

"I remember that Joe always requested his partner not to hold her train by the loop which went over her arm, for he liked to see it twirl as he danced."

Other belles of yesteryear who attended the first Nine O'Clock ball with Mrs. Brantley were Claude Foster (Mrs. John S.) Clarke, Leila Lowry (Mrs. Jim) Freeman, Buddie Hill (Mrs. Carroll) Payne, Sadie Wadley (Mrs. Capart), Emma Mims (Mrs. Joseph) Thompson, Mary Couper (Mrs. George M.) Traylor, Bessie Beckwith, Minnie Gay Fleming, Laura Kimball (Mrs. Brooks) Covell, Fannie Clarke (Mrs. St. Julien) Ravenel and Gertrude Snider (Mrs. Leverett) Walker.[49]

For many years past the featured party of the Nine O'Clocks has been the annual New Year's eve costume ball, held at the Piedmont Driving Club.

Two important Atlanta church organizations having their inception in 1883, were Grace Methodist and the Unitarian "Church of Our Father." The former began in a modest building at the northeast corner of Wheat, now Auburn Avenue, and Jackson streets, with the Rev. William A. Dodge, as first pastor. It was organized primarily to accomodate the large number of Methodists in the rapidly growing northeast section along Boulevard, Jackson and adjacent streets.[50]

The Unitarian Church was organized March 27, 1883, under the name of "The Church of Our Father." The Rev. George Leonard Chaney, of Boston, came to Atlanta in the winter of 1882-83 and held continuous services in the Senate Chamber, Concordia Hall and the United States Courtroom. By degrees he gathered together enough people to form a church, whereupon a charter was secured by W. H. Snowden, W. E. Fisher, G. L. Norrman, J. A. Burns, J. M. Klingelsmith, J. Russel Hodge and Frank Lederle. William C. Morrill, secretary and treasurer of the W. & A. R. R., together with Mrs. Morrill, were helpful founders of this church. Its first house of worship was built at the corner of North Forsyth and Church street, now Carnegie Way.[51]

Railroad development, which gave birth to Atlanta in the 1830's and 1840's, was a distinguishing characteristic cf local progress in 1883. In November, the Georgia Pacific was opened as a through line to Birmingham, giving Atlanta the long-sought direct rail connection to that rapidly growing iron and steel center and to the Alabama coal fields. This line was leased to the Richmond & Danville in 1888, and passed to the Southern Railway Company in 1894.[52]

The East Tennessee, Virginia & Georgia Railroad completed its extensive shops on the then southern outskirts of the city during 1883, which formed the basis for the development of a white residential section in the area from Pryor Street west to Windsor Street, and south of Georgia Avenue. A Negro residential section likewise developed west of the shops and tracks, along lower McDaniel and contiguous streets. This section, because of its proximity to the smoky railroad shop atmosphere soon came to be known as "Pittsburgh," a name still in common use for the locality.

The old East Tennessee shops, after that road passed to the Southern, were greatly enlarged. They became known as the Southern's "South Shops," and were used for heavy, so-called back-shop repairs on all steam locomotives operating in and out of Atlanta over the Southern's several lines. Since shortly after World War II "South Shops," now known as "Pegram Shops," in honor of retired Southern Vice-President Robert B. Pegram, have been used exclusively for the repair of Diesel locomotives. They smoke no more.

In addition to steam railroad development, Atlanta acquired a fourth street railroad company in 1883, when the West End and Atlanta Street Railroad was incorporated. Original officers were John D. Turner, president; Thomas L. Langston, vice-president; Benjamin H. Broomhead, treasurer, and John S. Broomhead, superintendent. The new line began at the bridge on Broad Street, ran south to Mitchell, thence to Thompson (later Madison Avenue, now Spring Street), thence to Nelson; thence to Walker; thence to Peters, thence through Jamestown to West End. It was this line that was subsequently extended to West View Cemetery.[53]

The Atlanta Chamber of Commerce, from 1871 to 1883 was a relatively small organization, not in keeping with the growing commerical importance of the town, and was still operating in poor and inadequate quarters.

Major Benjamin E. Crane, the president, took the initiative for the enlargement of the Chamber by calling a meeting of the members and citizens on May 14, 1883. Henry Boylston called attention to the insufficiency of the rooms (44 East Alabama Street) occupied and urged the importance of a revival of interest in the organization and the acquirement of quarters "in keeping with the dignity and acknowledged commercial importance of the Chamber of Commerce." He was followed by E. P. Chamberlin, Louis Gholstin, Aaron Haas and President Crane, who strongly approved Mr. Boylston's suggestion.[54]

The upshot of the meeting was a successful membership drive, and the purchase, on June 16th, for $14,340 of property on the northeast corner of Pryor and Hunter streets. A new constitution and by-laws were adopted on July 30, and the following officers were elected:

Benjamin E. Crane, president; Augustine C. Wyly, first vice-president; Dr. R. D. Spalding, second vice-president; Junius G. Oglesby, third vice-president, and Robert J. Lowry, treasurer. Aaron Haas, E. P. Chamberlin, Henry Boylston, Julius Dreyfus, James R. Wylie, and James W. English, were named directors.[55]

During 1884, an adequate four-story red brick building was erected on the recently acquired lot, in which the revived Chamber of Commerce held its first meeting on February 1, 1885—now an organization with a home of its own.[56]

Many years later, while the present Fulton County court house was under construction, the old Chamber of Commerce Building played host to the most sensational criminal trial in the annals of Atlanta—that of Leo Frank for the murder of Mary Phagan.

Long before the organization of the Community Chest, or its predecessor, the Associated Charities, a need for such local facilities was voiced by the *Atlanta Journal* on November 8, 1883:

"ATLANTA BEGGARS.

Something About the Mendicants Who Annoy Our People.

"Boss, please, sah, gimmie a nickel!" The reporter was passing through the car shed when thus accosted. A glance showed him that the applicant was a stout negro lad of perhaps nineteen or twenty summers. This is only a sample case. In a city of the size of Atlanta there will always be a beggar class, but the authorities should see to it that able-bodied men are arrested as vagrants as soon as they commence begging on the streets.

"Some of the alms solicitors have pitiful tales to tell. Our citizens are all familiar with the old woman who has a sick child at home. She wants donations of food and clothing, and generally does a thriving business in the course of the day.

"The little barefoot girl, with pinched face and sad eyes, who asks for 'sumpen to eat or a nickel,' is made happy at many houses where she calls. Then there are the regular tramps, big, double-fisted fellows who scare timid women into fits, when they appear at the door, and with scowling faces demand food or money. These frauds deserve no mercy, and when there is a good dog on the premises his services should be called into play at once.

"In every large city the relief societies of the churches, the council, the Y.M.C.A., and other benevolent organizations should have a board of associated charities in order to systematize the work of relieving the necessities of the worthy poor. Under proper regulations public charity may be made a blessing to the community, but when there is no well organized system, vagrancy and mendicancy may be expected to spread."

Pioneer and well-known citizens of the Atlanta area continued to render their final accounts during 1883, as in former years.

Among them were James M. Ball, banker and business man, who, with the late James R. Crew, had served as Mayor Calhoun's emissary to General Sherman in 1864; Francis M. Eddleman, pioneer boot and shoe merchant; Frederick A. Williams, furniture manufacturer and dealer and son of pioneer land owner Ammi Williams; William H. Rice, the old New England stone mason, who came to Atlanta in 1847 with his family which included nine-year-old Frank P., destined to become a noted citizen of the community; Burch Jett, bachelor member of one of the oldest families in North Fulton County, and a noted hunter and rifle shot; W. Ledbedder Williams and Harris Crowley, landmarks of Panthersville District in De Kalb County; Judge Walter R. Webster, Connecticut-born ex-ordinary of De Kalb and purchasing agent of the W. & A. Railroad; Alexander Vaughn, one of the oldest settlers of the Indian Creek Church neighborhood; John M. "Cooter" Clarke, native of New Jersey, former resident of Savannah, old-time Atlanta lawyer, and father of the late Edward Y. Clarke, Sr.; Willis Peck, originally of Raleigh, North Carolina, pioneer plastering contractor and staunch supporter of Wesley Chapel, later the First Methodist Church; Peter Berron, native of Alsace, Germany, and a popular hotel keeper; Major William B. Cox, who started life as a poor boy in Clarke County, Georgia and died at 51, worth a quarter of a million, member of the wholesale liquor firm of Cox, Hill and Thompson, and a director of the Atlanta National Bank; Judge Jethro W. Manning, ante-bellum Atlanta lawyer, judge of the old Inferior Court of Fulton County, first Fulton County school commissioner, and a son-in-law of Edwin Payne; Dr. Seaborn F. Salter, well known physican and medical teacher; and Larkin H. Davis, native of Anderson District, South Carolina, builder and owner of the noted Davis Hall in Atlanta, who died at 68 in Douglas County.[57]

By all odds the most unique character on the death roll of 1883, was George Johnson. The day following his demise on May 17th, the *Constitution* said of him:

"George Johnson, Atlanta's 'native' showman, is dead. He died yesterday evening at his home, corner of Broad and Hunter streets, after a lingering illness. Nearly everbody in Atlanta knew Johnson. He was one of the old landmarks. Like all men who live and die Johnson has a history, but his history is a strange one. His life was full of hard fought battles and disappointments, but never did his energy abate until disease took from him all power to act, and then upon his sick bed he was as restless as when upon his feet in the prime of life.

"Johnson was born in Belfast, Ireland, and, while a lad, married in England. Soon after marrying he emigrated to America, and about forty years ago landed in New York. He was young, strong and active, and began life in the new world as a showman, and with a circus came South in 1850. During that season he visited Augusta, and became so impressed with the place that he quit the road and located. In two years his energy gave him quite a start in life, but in 1852 he lost all he had by a big fire.

"He then moved to Atlanta and opened a tent show on Decatur Street, where the Willingham building [northeast corner Ivy] now stands. Again he was successful, and in a few years he abandoned the show business and opened a barroom on Alabama Street, near where Lowry's bank now is [south side, near Central Av.]. Soon he embarked in the hotel business [Planter's Hotel], and when the war broke out Johnson was worth about $18,000. During the war he went to Macon, where he remained until the peace was declared, when he came back to Atlanta. Soon after the war he built Atlanta's first post-bellum theater. It was known as the Bell-Johson Hall, and is the building which now stands at the corner of Broad and Alabama streets. This investment was a bad one and it made Johnson a bankrupt.

"Again he went into the show business, and from John Robinson purchased a side show, giving a mortgage on a house and lot which he owned near the mineral spring. The show season was a bad one and Johnson lost his house and lot. A few years ago he opened a menagerie on Broad Street. He had a stuffed lion, tiger, mermaid, a mummy, etc., which brought him a living. From Broad Street he moved to Decatur Street, where he was knocked in the head one night, from which he came near dying. Since then Johnson's life has not been an easy one. One by one his stuffed collection disappeared until his show was scattered to the four winds.

"Several times during life he was in well-to-do circumstances, but reverses always came and Johnson died a poor man. His funeral will take place from the Catholic Church today. He was about 62 years of age."[58] George Johnson is buried in Oakland Cemetery, where reverses and disappointments come no more."

NOTES—CHAPTER 61

[1] *Atlanta Constitution,* Dec. 5, 1882.
[2] *Ibid.*
[3] *Ibid.*
[4] Reed, *Atlanta,* 265.
[5] *Ibid.,* part II, 40.
[6] *Ibid.,* 265; *City Directory,* 1883.
[7] Reed, *Atlanta,* 266.
[8] *Ibid.* With date correction by the present writer.
[9] Commission Book, Dept. of Archives and History, Atlanta; Cooper, *Fulton County,* 708.
[10] The arithmetic seems hazy, but the figures are quoted *verbatim.*
[11] Saye, *Constitutional History of Georgia,* 317.
[12] *Ibid.;* "Garrett's Necrology."
[13] Baker, *Woodrow Wilson,* I, 156.
[14] Saye, *Constitutional History of Georgia,* 318.
[15] *Atlanta Journal,* Feb. 24, 1883.
[16] "Garrett's Necrology."
[17] *Atlanta Journal,* Feb. 24, 1883.
[18] *Ibid.*
[19] Martin, *Atlanta,* II, 373-374; "Garrett's Necrology."
[20] *This is the story of the Atlanta Journal* (Atlanta, 1943), pages not numbered.
[21] *Ibid.*
[22] *Ibid.*
[23] *Ibid.*
[24] *Ibid.*
[25] "Garrett's Necrology."
[26] *This is the story of the Journal.*
[27] *Ibid.*
[28] *Atlanta Journal,* Feb. 23, 1949.
[29] *This is the story of the Journal.*
[30] *Ibid.*
[31] *Ibid.*
[32] *Ibid.*
[33] *Ibid.;* Feldman, "Checklist, Atlanta Newspapers," *loc. cit.,* 56.
[34] Harvie Jordan, "Burning of the H. I. Kimball House," *A.H.B.* XXII (July, 1940) 218; Mrs. B. H. Hill, "When the Kimball House Burned," *Atlanta Journal Magazine,* 1923; Franklin M. Garrett, "Wall Street in Atlanta," *Atlanta Journal Magazine,* Sept. 10, 1933; Elizabeth H. Hanna, "Miss Hanna's Reminiscences," *Atlanta Journal Magazine,* June 22, 1930.
[35] *This is the story of the Atlanta Journal.*
[36] Garrett, "Wall Street in Atlanta," *loc. cit.*
[37] "Where Georgia Politics Are Made," *Atlanta Journal Magazine,* Mar. 2, 1924.
[38] Quoted, Medora Field Perkerson, "Famous Club Is 50 Years Old," *Atlanta Journal Magazine,* Mar. 26, 1933.
[39] *Ibid.*
[40] *Atlanta Constitution,* Apr. 18, 1883.
[41] *Ibid.*
[42] Records, Capital City Club.
[43] *Atlanta Constitution,* July 9, Aug. 13, Sept. 10, 1884.
[44] Ralph Smith, "In Crackerland," *Atlanta Journal,* Mar. 16, 1933.
[45] Ed Miles, "Capital City Atlanta's Oldest Club," *Atlanta Journal,* Feb. 14. 1937; Records, Capital City Club.
[46] Perkerson, "Famous Club Is 50 Years Old," *loc. cit.*
[47] Records, Capital City Club.
[48] *Atlanta Constitution,* May 30, 1950.
[49] *Ibid.,* Jan. 6, 1946.
[50] Martin, *Atlanta,* II, 534; *City Directory,* 1884.
[51] Reed, *Atlanta,* 400-401; *City Directory,* 1884.
[52] Cooper, *Fulton County,* 596; Miller, ed., *Atlanta,* 293.
[53] Reed, *Atlanta,* 480; *City Directory,* 1884, p. 24; Wright, "Georgia Power Company," *loc. cit.,* 202.
[54] Cooper, *Fulton County,* 340.
[55] *Ibid.,* 342-343.
[56] *Ibid.,* 343.
[57] "Garrett's Necrology."
[58] *Atlanta Constitution,* May 18, 1883.

CHAPTER 62

1884

EIGHTEEN EIGHTY-FOUR had a wintry beginning in Atlanta. On Tuesday, January 8th, S. P. Richards observed, "we had good sleighing the snow being 1½ inches deep and remaining several days. A good many impromptu sleds and several nice cutters were jingling along."

An election, held on December 5, 1883, for an alderman-at-large and six councilmen, resulted in the choice of Harry C. Stockdell for alderman, by a narrow margin over William H. Brotherton. New councilmen were: First ward, Jerome M. McAfee, lawyer; second ward, Max Kutz, wholesale milliner; third ward, C. Wheeler Mangum, railroad conductor; fourth ward, William M. Mickleberry, wholesale grocer; fifth ward, Edward Van Winkle, cotton machinery manufacturer; and sixth ward, Michael Mahoney, retail grocer.[1]

The city administration for 1884, headed by Mayor John B. Goodwin and Mayor Pro-Tem Thomas G. Healey, presided over a solvent concern. The treasurer's receipts for 1883 had been $991,918.20. Expenditures had amounted to $857,562.59. The City of Atlanta was about to become a million dollar a year enterprise. The street paving program, begun by Mayor English, in 1881, was prosecuted vigorously in 1884, with a record $146,650 being spent for that purpose.[2]

It was inevitable that the subdivision plan of development should sooner or later manifest itself in so rapidly growing a city as Atlanta. In early 1884, when the population stood at 53,812,[3] the modern concept for such development burst suddenly upon the local scene, aided and abetted by a necessary triumvirate of men, a promoter, the indefatigable H. I. Kimball; a good real estate man, George W. Adair, and a solid and substantial land owner, Richard Peters.[4]

The subdivision, to be known as Peters' Park, was the inspiration of Mr. Kimball, upon whose mind the Chicago suburb of Pullman had made a great impression. The land, 180 acres of Land Lot 80 in the 14th District, bounded on the North by Eighth Street, South, by North Avenue; East by West Peachtree Street, and West by what is now Atlantic Drive, had been owned intact by Mr. Peters since 1849, at which time he had paid Henry Pope $900 for the whole 202½ acres. Little, if anything, had been built within the land lot until Kimball, with the advice of Adair, concluded that it was ripe for carefully planned development.[5]

To implement the deal a stock company was formed with a capital of $300,000, of which $230,000 was to be sold and $70,000 kept in the treasury. Of the $230,000 the sum of $180,000 was set aside to pay for the land ($1,000 per acre), and $50,000 as an improvement fund. The $70,000 of stock in the treasury was to be used as the stockholders, of whom Mr. Peters was the largest, might direct. The full $230,000 was subscribed the first day the books were opened.[6]

In response to a *Constitution* reporter's question, "And now your plans?", Mr. Kimball replied in words as prophetic in the Atlanta of the 1950's as they were in 1884. He said:

"I have always believed, as you know, in a beautiful suburb. By this, I mean a large tract of land improved by one company, under one control, so that every lick struck, and every clod of dirt moved, and every shrub planted, has its relation to the whole. In my late visits north, I have been amazed at the success with which this has been done. Especially have these suburbs paid enormous profits in the growing western cities. A company would buy 100 acres or more, improve it handsomely, subdivide it, sell alternate lots and make five hundred per cent on the investment, besides providing beautiful homes for hundreds of people, and making an ornament for their city. I have been thoroughly impressed into the idea that Atlanta offered advantages for such a suburb not equaled by any city I know of. It has the element that assures success, and that is rapid, steady and certain growth and expansion. You cannot buy 200 acres anywhere near Atlanta at any price within reason, and simply hold it without getting rich on its increased value. The city is bound to grow."

"We agree with you about that, and then?"

"Then I began to cast about for the proper location. Everything depends on that, and I should have sacrificed nearly everything to it. You can't drive people where they don't want to go. You can't stop them when they start where they do want to go. You must take the current. I felt, therefore, that I must get in the right place and in the direction of a strong current. Of course if we could get the location right, and find a piece of property adapted to my views, and at a reasonable price, my search was ended. I have been very careful, and have spent days and days examining maps and land. I have taken options in every direction and have been tempted in one place by one thing, only to find something else lacking.

"At last I have determined that this place had the advantages of all the others and I took it. It is located right. The city is rapidly growing towards it. It is beautifully adapted to our purpose, being high, rolling and commanding. It is certainly cheap. It is just simply exactly what we wanted, and we got it just as we wanted it. In this matter I am greatly indebted to the wise counsel of George Adair. I rode with him over dozens of places and at last came back to the very place he had selected at first as the best place for us. . . ."[7]

Before the year was out Peters' Park had been laid out and lots prepared for sale. By 1885, it had found a listing in the *City Directory*:

"PETERS' PARK—W. Peachtree, n.w. cor. North Avenue, R. Peters, president; J. W. Culpepper, secretary and treasurer; H. I. Kimball, general manager; Albert Howell, superintendent."[8]

Wallace P. Reed, writing in 1888, said of the new development:

"Peters' Park was laid out in 1884. It is intended as a pleasure resort, and also for residence purposes. It contains about two hundred acres of land, and lies on the west side of Peachtree Street. Several thousand dollars have been already expended upon the grounds by the company owning the property, and it will eventually become an attractive place. The Technological School [Georgia Tech] is located on a portion of the grounds."[9]

Peters' Park, Atlanta's first extensive planned subdivision, developed slowly, but surely. It is still possible to buy a lot therein by application to the Peters' Land Company, Peters' Building.

From its beginning until the fall of 1884, Atlanta was a one cemetery town, excepting family graveyards and churchyards in the immediate vicinity. Oakland, known until 1876, simply as the "City Cemetery," was, by 1884, not full but hard to get into. No more lots were available by purchase from the city.

The need for a new and more spacious cemetery did not go unheeded. In the summer of 1884 a group of leading citizens applied to the superior court of Fulton County for a charter under the name of the West View Cemetery Company. On June 28th the charter was granted to the petitioners, who were: L. P. Grant, Walker P. Inman, George W. Parrott, James R. Wylie, John Stephens, James F. Burke, Edgar P. McBurney, Benjamin J. Wilson, Thomas J. Hightower, A. P. Woodward, James W. English, Thomas N. Chase, Jacob Elsas, Rufus B. Bullock, Jacob Haas, H. I. Kimball, J. C. Bridges, C. J. Simmons, C. W. Francis, L. De Give, Willis E. Ragan, W. D. Luckie, L. Gholstin, Jack W. Johnson, Benjamin E. Crane, Thomas L. Langston and Henry H. Cabaniss.[10]

Original officers of the company were Thomas L. Langston, President; Thomas J. Hightower, Vice-President, E. P. McBurney, Secretary, Joseph T. Orme, Treasurer, and Robert J. Lowry, E. P. McBurney, John T. Pendleton, Thomas L. Langston, T. J. Hightower, Rufus T. Dorsey,, Joseph T. Orme, William A. Russell and J. Carroll Payne, Directors.[11]

In selecting a site, every thought of future need was taken into consideration, and a tract, the nucleus of the present cemetery, was purchased for $25,000. This represented an average of $45 per acre for the original 577 acres. The site was described at the time as being "four miles from the city, north of West End, on the Green's Ferry Road."[12] Only twenty years before, on June 28, 1864, part of the ground had run red with the blood of Confederate and Union soldiers during the hotly contested battle of Ezra Church. Just across Green's Ferry Road from what was to become the main gate to West View, stood, for many years, Fulton County's original almshouse.

Edgar P. McBurney, leading spirit in the development of West View took a ride through the grounds with a *Constitution* reporter on August 5, 1884. He remarked, as with the scribe, he drove through the by-ways and hedges of the delightful place:

"For years and years this will be a park. We have land enough here to last Atlanta forever. This is a labor of love and not a money making scheme, and the men who have it in charge intend to give Atlanta a cemetery that will be the admiration of visitors and the pride of our citizens. In time there will be a million dollars worth of monuments on this ground. In a few days we will have a fine landscape gardener here who will be permanently employed to lay out and beautify the place. The whole tract will be laid out in drives."

"What do you propose to pattern after?"

"Woodlawn, one of the newest and most beautiful cemeteries in New York. I tell you truly, this cemetery will not be surpassed by any."[13]

The first interment in West View, on the afternoon of October 9, 1884, was described by the *Constitution*:[14]

"The first burial in West View cemetery took place yesterday, Mrs. Haskins, wife of Mr. C. R. Haskins,[15] being laid away in that beautiful new city of the dead, just as the evening shadows were longest, and the red glare of the sun tinted the western sky. The procession started from Jackson Street, near the Boulevard, passed into Peachtree and thence out Whitehall past West End to West View. The lot selected by Mr. Haskins is situated on a beautiful knoll not far from the entrance, and in sight of the receiving vault now in process of construction. Certainly a more beautiful spot could not have been selected, and there, amid the deep silence of nature in a place yet fresh with the upturned soil of the engineer's work, surrounded by the saddened husband, family and friends, the preacher said the last sacred rites, spoke a solemn prayer, and the earth closed about the casket to be removed only on the great day of awakening for all. It was a touching occasion, this first burial in the new cemetery, and few eyes were dry as the cortege took up its return to the bustling city of the living, that nestles away in the distance on her hundred hills."

Since that long-gone October day, Mrs. Haskins has been joined by a distinguished company, including, to mention only a few, Judge Daniel Pittman, George V. Gress, Livingston Mims, Joseph M. High, George Washington Collier, William J. Garrett, Cicero C. Hammock, Paul Romare, Asa G. Candler, Robert J. Lowry, Henry W. Grady, J. Carroll Payne, Ernest Woodruff, George Muse, Bishop Cleland, K. Nelson, Thomas Egleston, Luther Z. Rosser, John Temple Graves, Evan P. Howell, Joel Chandler Harris, Laurent De Give, John H. James, William L. Scruggs, George W. Adair, Sr., Dr. Henry H. Tucker, Lemuel P. Grant, John Silvey, William G. Raoul, Gustavus J. Orr, Judge Sterling Price Gilbert and Edgar P. McBurney, who lived until 1940, by which time he had seen his dream of a beautiful cemetery come to full fruition.[16]

The hundreds of handsome monuments and mausoleums in West View include the Jesse Parker Williams memorial, executed by the noted sculptor, Daniel Chester French.

On December 24, 1884, shortly after the opening of West View, the General Assembly passed an Act, Section 1 of which reads as follows:

> "That drunkenness, indecent or lewd conduct or behavior, disorderly conduct of any kind, are hereby prohibited within West View Cemetery, in Fulton County, and within one-fourth of a mile of the same in any direction."[17]

The Atlanta public school system, since its establishment in 1872, had not only served its purpose well, but had continued to expand. In 1884 the new Calhoun Street School, finest building in the system, was opened to accommodate the ever increasing population on the North side of town.

At this time the Board of Education was composed of Joseph E. Brown, president; David Mayer, vice-president; E. E. Rawson, treasurer, William F. Slaton, secretary and superintendent, and J. C. Kimball, D. A. Beatie, Dr. Thomas S. Powell, R. J. Lowry, M. C. Blanchard, John T. Glenn, Dr. E. J. Roach, W. A. Hemphill, N. J. Hammond, and the Mayor, *ex officio,* members. Following is a list of the public schools in 1884, together with the names of the teachers and their annual salaries:[18]

BOYS' HIGH SCHOOL—Washington Street. William A. Bass, Principal; salary, $1600. W. M. Slaton, Assistant; salary, $1410.

GIRLS' HIGH SCHOOL—47 Washington. Miss L. A. Haygood, Principal; salary, $1200. Miss S. McKinley, second grade; $846. Miss A. Callaway, third grade A; $750. Miss M. Rosa Mason, third grade B; $750. Miss N. E. Sargeant, fourth grade A; $625. Miss L. C. Hillyer, fourth grade B; $625. Miss Belle Kennedy, supernumerary.

CREW STREET SCHOOL—119 Crew. C. L. Floyd, Principal; salary, $1410. Miss M. F. Andrews, second grade; $575. Miss E. W. Smilie, third grade; $550. Miss A. F. Noble, fourth grade; $525. Miss L. Lanneau, fifth grade; $500. Mrs. E. Dodson, sixth grade; $475. Miss M. A. Harris, seventh grade; $450. Miss A. E. Sterchi, eight grade; $425. Miss M. Bell, supernumerary.

FAIR STREET SCHOOL—Corner Fair and Moore. E. G. Moore, Principal; salary, $1410. Miss F. Hillyer, second grade; $575. Mrs. A. H. Smith, third grade; $550. Mrs. C. C. Knight, fourth grade; $525. Miss M. Dunwody, fifth grade; $500. Miss Mary Johnson, sixth grade; $475. Miss H. Sheehan, seventh grade; $450. Miss Anna R. Dunlap, eighth grade; $475.

IVY STREET SCHOOL—173 Ivy. H. H. Smith, Principal; salary $1410. Mrs. F. S. Smillie, second grade; $575. Miss S. Burks, third grade; $550. Miss B. H. Hanna, fourth grade; $525. Mrs. C. P. Sams, fifth grade; $500. Miss N. Hornady, sixth grade; $475. Miss E. Fuller, seventh grade; $450. Miss M. F. Browning, eighth grade; $425.

MARIETTA STREET SCHOOL—271 Marietta. H. C. Mitchell, Principal; salary, $1410. Mrs. S. V. Prather, second grade; $575. Mrs. V. A. Witcher, third grade; $550. Miss Belle L. McConnell, fourth grade; $525. Miss F. A. Adams, fifth grade; $500. Mrs. W. F. Johnson, sixth grade; $475. Mrs. V. E. Harris, seventh grade; $450. Miss A. M. Brenner, eighth grade; $425. Miss Minnie Quinn, supernumerary.

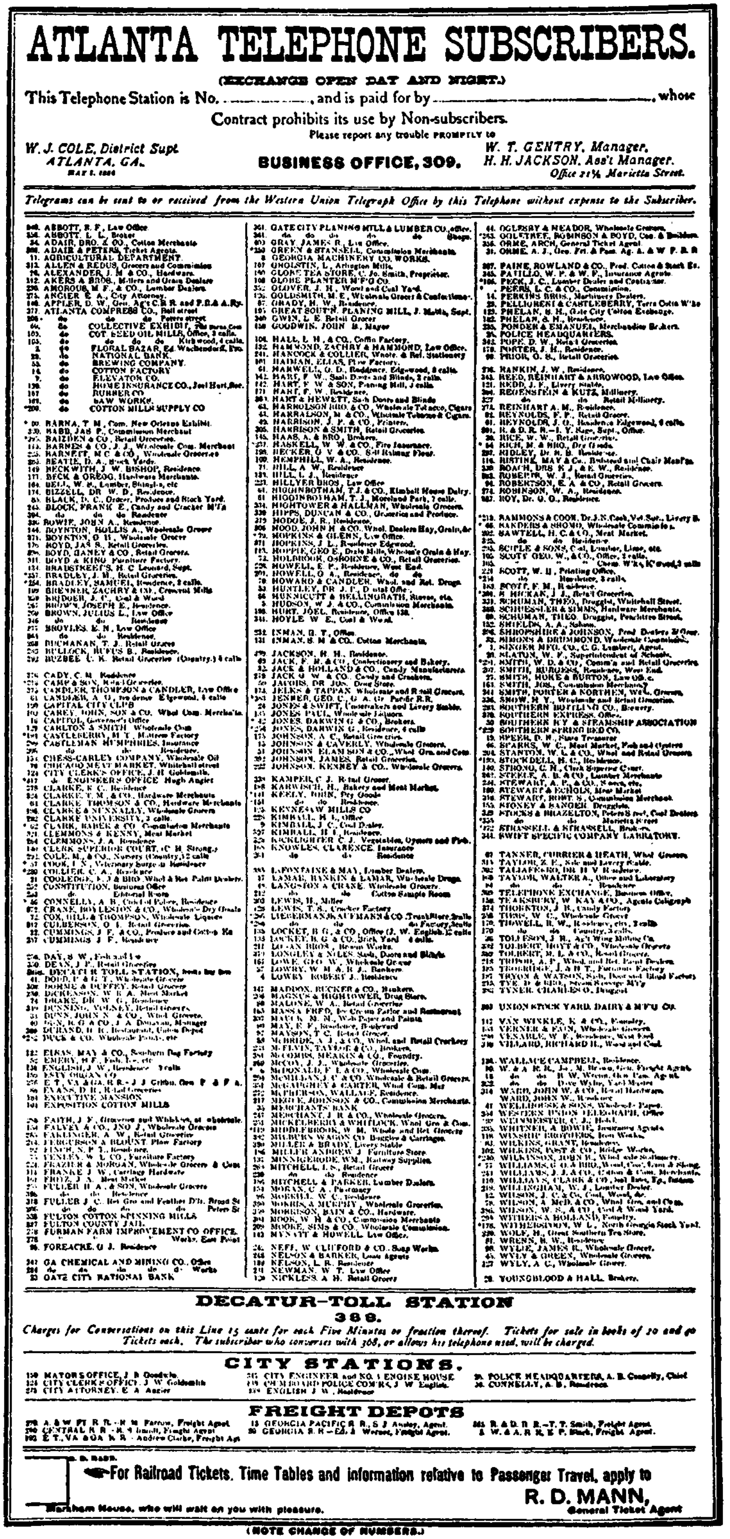
WALKER STREET SCHOOL—Corner of Walker and Haynes. A. J. M. Bizien, Principal; salary, $1600. Mrs. R. J. McKeon, second grade; $575. Miss B. Lieberman, third grade A; $550. Miss K. Pendleton, third grade B; $550. Miss L. G. Johnson, fourth grade A; $525. Miss A. Prescott, fourth grade B; $525. Miss S. E. Johnston, fifth grade A; $500. Miss E. Wood, fifth grade B; $500. Miss N. Mitchell, sixth grade A; $475. Miss A. J. Eichberg, sixth grade B; $475. Miss L. W. Clark,, seventh grade A; $450. Mrs. S. R. S. Walsh, seventh grade B; $450. Miss P. L. Brannan, eighth grade A; $425. Miss C. Reneau, eighth grade B; $425. Miss J. Berman, Miss Stephens, supernumeraries.

CALHOUN STREET SCHOOL—Corner Calhoun [Piedmont Ave.] and Currier. Miss Anna D. Fuller, Principal; salary $525. Miss Anita H. Walker, sixth grade; $475. Miss Nettie Jones, seventh grade; $450. Mrs. H. R. Echols, eighth grade; $425.

The Negro schools were Summer Hill, 160 Martin Street, Mrs. E. N. Longan, Principal; salary $500; Houston Street, 140 Houston, A. Graves, Principal; salary $600, and Mitchell Street, 279 W. Mitchell, E. P. Johnson, Principal; salary $600.

The name Jacobs has been synonymous with the retail drug business in the minds of Atlantans since January, 1884, when 24-year-old Dr. Joseph Jacobs moved to Atlanta and set up shop at the corner of Marietta and Peachtree streets in the old Norcross Building, now the First National Bank corner.[19]

Jacobs was born in Jefferson, Jackson County, Georgia, on August 5, 1859. During his early boyhood the family moved to Athens, where, a short time later the youth became an apprentice in the drug business of Dr.



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MAY 1, 1884

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Atlanta telephone directory, 1884

Crawford W. Long, the discoverer of the use of ether as an anaesthetic. Young Jacobs became enamoured of the drug business and qualified himself for the profession of pharmacy by attendance at the Philadelphia College of Pharmacy and Science. In 1879 he entered business for himself in Athens. Five years later he moved to Atlanta, for reasons outlined in a letter written to a friend in 1926:

"Atlanta's healthful situation and most salubrious climate the year round, added to her strategic position in the southeastern portion of our country for manufacturing, selling and delivering the products of pharmacy, appealed to me as a professional pharmacist, manufacturer and merchant. And I noticed that Atlanta's people were appreciative of, and ready to support the efforts of earnest men worthily exerted."[20]

Dr. Jacobs established himself locally on $1500 capital with which he bought the old James A. Taylor drug store, founded in 1854, from Walter A. Taylor, son of the founder. From this small beginning grew a retail drug business comprising 16 stores by the time of Dr. Jacobs' death in September, 1929.[21]

About a year after opening in Atlanta, Dr. Jacobs introduced the "cut-rate" plan of drug merchandising to the local scene. Up to that time the nickel was the smallest coin in general circulation, not only in Atlanta, but generally throughout the South. In order to make change Jacobs ordered 3000 pennies from Washington. Soon thereafter, when signs appeared in his store advertising items for 17¢, 29¢, 98¢, etc., something of a sensation was created in local retail circles. Indeed the young druggist became the target for threats of lawsuits and even physical violence. But in time indignation upon the part of other merchants simmered down. The penny was here to stay.[22]

That the telephone had become at least a convenience, if not a necessity by 1884, was recognized by stationer S. P. Richards, who noted in his diary for December 19th of that year:

"We have telephone communication today with the store and some 564 other citizens. Our store number is 554 and the house 564. The cost is $104 per year. It is very convenient. I do not know whether it will *pay* or not but we must in a measure keep up with the times."

Only a few months before, on August 6th, the Atlanta Telephone Exchange addressed itself to the local public:[23]

"The Atlanta Telephone Exchange, one of the most important business factors of the city, takes pleasure in presenting to the citizens of Atlanta, some facts in regard to its business. A little over two years ago the exchange had 112 subscribers, but today shows a list of over 450, showing what good service and a close attention to the wants of its patrons has done. Nearly every branch of business is represented, and a small exchange at Decatur has just been completed, which is connected directly with the Atlanta exchange, without extra tolls for the six miles of distance. The company will soon have all the other towns nearby connected with Atlanta. The Atlanta exchange controls the Bell patents for Georgia and several other southern states.

"All other telephones are infringements, and can only be used by consent of the Bell Company. The Atlanta exchange has demonstrated that it is ready and willing to supply telephones and good service to all who desire this greatest of all time-saving conveniences. No expense has been spared to give to Atlanta the best of everything connected with the business. A new switchboard, just invented and now under construction to accomodate 100 wires will soon be placed in the central office.

"The outside construction has been thoroughly rebuilt, and shows as fine work as can be found in the world. Mr. W. T. Gentry, of Richmond, Va., manager, and Mr. H. H. Jackson, of Atlanta, assistant manager, are always ready to call on all who may desire telephones. Every department is managed by thoroughly experienced employees, the best that can be secured for their particular duties, and we trust that a few months more will see Atlanta at the head of the list as a city of telephones."

On October 12, 1883, former Governor Benjamin Conley had been succeeded as Postmaster of Atlanta by Major William H. Smyth, native of Brunswick, Maine and son of the professor of mathematics at Bowdoin College. Smyth served in the Federal army during the war, and afterward, while stationed in Atlanta under Generals Pope and Meade, married Miss Margaret Poole, a member of one of the Atlanta area's oldest families. The Major's first tenure as local postmaster was short, for on January 23, 1884, he was succeeded by William T. B. Wilson, native of Greene County, Georgia, a civil engineer who aided in the construction of the Air-Line Railroad, who more recently had served as deputy collector of internal revenue in Atlanta.[24]

Managing editor Henry W. Grady, of the *Constitution* had long been an avid sports fan, particularly where baseball was concerned. As managing editor he had charge of both the news columns and the editorial page and wrote on any subject he chose. In October, 1881, the *Constitution* reported that it was spending more for telegraphic news than any other paper in the South. By no means a negligible factor in this connection were the tolls paid for stories of sporting events, largely baseball. One day Evan P. Howell, editor-in-chief became alarmed at the size of the *Constitution's* bill for baseball news, in which he was much less interested than Grady. He warned his managing editor: "If you don't stop it, I'm going to charge it up to you."

"That's all right," replied Grady. "Charge it. I don't care. But I'm going to have the baseball news just the same."[25]

And he did. A month before the *Constitution* moved into its new home, recently vacated, at the southeast corner of Alabama and Forsyth streets, readers of the paper, one morning in July, 1884, found this announcement:

"A movement is on foot to organize a Southern baseball league which will admit one or more clubs from each city having over 25,000 inhabitants. It is understood that Atlanta, Nashville, Memphis, Little Rock and other city clubs have signified their willingness to enter such an association. Efforts are being made to bring about a favorable result and soon a meeting of leading baseball men will be called. With such an organization the South could give encouragement to this leading and popular field sport."

The meeting was finally held in Montgomery, Alabama on November 24, 1884, at which time the first organization was completed. Baseball was played in those days by city clubs, most of them amateurs. Professional baseball did not enjoy, in the South, the desired standing. The delegates wanted a president who would give the new organization character and prestige. Their thoughts turned to Atlanta and Henry W. Grady, who was saying even then that baseball was the great American game. They chose Grady as president of the new league. He accepted.

During the turbulent period of organization, when Augusta insisted on putting in two of her city teams; when four cities pulled out and attempted a rival organization, Grady stood firm and brought the league through and into the playing season. Busy as he was he took time out to write of the game, to encourage the better people to attend. Several times during that first season teams threatened to withdraw because Grady was so strict about keeping down rowdyism and, more especially, because he insisted the players must keep away from questionable characters off the field.

Grady, the young editor, did more to establish Southern baseball on a popular basis than any other man in the South. Often he would cover a game, dictating the story to his secretary, the late James R. Holliday.[26]

The early professional baseball games in Atlanta, beginning with the season of 1885, were played in the newly developed Peters Park at North Avenue and West Peachtree streets. A new diamond had been laid out, complete with grandstand and bleachers, all enclosed by a high wire fence. It was during that year that Atlanta won the first pennant of the Southern League.[27]

Less than ten years after Atlanta's fine new waterworks system was opened on South River in 1875, it was outgrown. To partially relieve the inadequacy in water supply, council, in 1884, authorized the drilling of an artesian well at Peachtree and Marietta streets,[28] on the present site of the Five Points flagpole.

The work of drilling the well was performed under the direction of Colonel John W. Baum, a colorful character, described by a contemporary writer:

> "Colonel Baum, the hero of the artesian well, is forty-six years old, was born in Oswego County, New York, is five feet nine, weights 232 pounds, has dark blue eyes and wears heavy boots that strike him above the knees, and into the legs thereof he stuffs his breeches."[29]

Baum was determined to secure a good flow of water if he had to drill through to China. A total depth of 2044 feet was attained, although the lowest vein of water was reached at 1160 feet. With the help of a steam powered pump 200,000 gallons of water was obtained daily from the well. This water was conveyed along the principal downtown streets by separate mains varying from three to six inches in diameter. Taps, provided with iron cups were placed at convenient points for the accomodation of the thirsty. The cups were securely chained to the taps as a precaution against absent-minded people carrying them off, though the modern sanitarian no doubt would declare that this would have been the best thing that could have happened to them.[30]

The Board of Health, as a matter of fact, took a rather dim view of the artesian well from the start. When the source of Atlanta's water was moved from South River to the Chattahoochee River in 1893, the Board addressed a communication to council calling attention to the impurity of the "so-called Artesian Water," and recommended that its use be discontinued. On November 1, 1893 council adopted a resolution that a connection be made between the two systems of pipes, and that the Chattahoochee water be supplied to the drinking hydrants and the Artesian Well be abandoned. Waterworks superintendent William G. Richards took the desired action and Atlanta's downtown artesian well passed into history.[31]

It will be remembered that when the State Capitol was originally moved to Atlanta from Milledgeville in 1868, during the heat of Reconstruction, City Council rented the Kimball Opera House at Marietta and Forsyth streets, for use of the state, and by resolution tendered to the State the said rented premises.

The Legislature, on October 25, 1870, approved a resolution, passed August 19th, for the purchase of the building. The purchase was consummated by Governor Bullock, and the erstwhile opera house had served as Georgia's State Capitol ever since.

When the people of Georgia voted, in June, 1877, to hold a Constitutional Convention in Atlanta it had been in session only seven days when the Atlanta City Council passed a "Memorial" to the Convention which provided:

> "If Atlanta is selected by the Convention as the permanent Capital of the State, and if such selection is submitted to and the same is ratified by the people, the City of Atlanta will convey to the State of Georgia any ten acres of land in or near the City of Atlanta, now unoccupied, or the square in the heart of the City, known as the City Hall Lot, containing five acres of land, and bounded by a street on every side, on which to locate and build a Capitol for the State.
>
> "Second—The City of Atlanta will build for the State of Georgia on the location selected a Capitol Building as good as the old Capitol building in Milledgeville."

In the election held on December 5, 1877 on the Capitol location question, Atlanta won, and the Legislature, in a resolution approved on August 15, 1879,[32] accepted Atlanta's site proposal and chose the City Hall lot. The fee simple deed executed by the City of Atlanta to the State was dated November 1, 1880. It was signed by "W. L. Calhoun, Mayor," and witnessed by W. S. Thomson and George Hillyer, Judge Superior Court, Atlanta Circuit.

The value of the Capitol building at Milledgeville was set by the State at $55,625, which amount Atlanta paid to the State in lieu of a building "as good as the old one." The Legislature also required Atlanta to cancel an old mortgage on the Kimball Opera House, which cost the city $60,000.[33]

Though a suitable location had thus been assured for a new capitol building, it was not until 1883 that the Legislature appropriated "One Million Dollars" for the erection of a building, the Act being approved by Governor Henry D. McDaniel on September 8th.[34] The Act stipulated that the "cost should NOT exceed One Million Dollars; that the work be finished by January 1, 1889 and that the building be constructed under the supervision of a Board of five Commissioners, exclusive of the Governor, who was designated as *ex-officio* Chairman of the Board."

Commissioners appointed were E. P. Alexander, Philip Cook, Benjamin E. Crane, A. L. Miller and W. W. Thomas. Mr. Crane died on January 15, 1885, and Evan P. Howell was appointed to succeed him. Governor McDaniel was ex-officio Chairman of the Board, and W. H. "Tip" Harrison, father of the late Comptroller-General William B. Harrison, was Secretary.[35]

Among the specifications set forth in the Capitol Act were the following:

> "The said building shall be built of granite, rock and marble, as far as practicable, and all the materials used in the construction of said building

shall be those found and procured within the State of Georgia; provided that same can be procured in said state as cheaply as other materials of like quality in other states."

With these and other specifications in mind, as well as the million dollar cost limitation, the commissioners advertised for bids on October 6, 1883. In February, 1884, the design submitted by the firm of Edbrooke & Burnham, architects, of Chicago, was selected by the commissioners. Meanwhile three bids for the erection of the building had been received. One of these, proposing to use marble for $1,014,960.47, and another granite, for $1,141,784.07, were rejected as being over the one million limitation. New bids were asked. Ten were submitted. Finally, on September 24, 1884, the bid of Miles & Horn (William B. Miles and Charles D. Horn), of Toledo, Ohio, in the amount of $862,756.75, was accepted. Indiana Oolitic Limestone was the chief material specified in the accepted bid, though Georgia marble was used for the beautiful interior finish of walls, floors and steps.[36]

The Commissioners considered substituting Georgia marble or granite for the limestone, but deemed it "unwise, impracticable and too expensive." They further explained that the high price asked for Georgia marble and granite was in part due to the fact that few of the Georgia quarries were sufficiently developed, and that competitors possessed superior facilities for the use of machinery in quarrying and dressing stone.[37]

It now came time to dismantle the historic thirty-year-old combination city hall-courthouse in order to make way for the new capitol building. Fulton County officers had already moved their offices and records to the recently completed courthouse at Pryor and Hunter streets. The City of Atlanta followed suit by moving, during 1884, to the new Chamber of Commerce Building, directly across Hunter Street from the courthouse.

The old building was put up for sale at auction on October 15, 1884 by real estate agent Noah R. Fowler. After some spirited bidding by Clem R. Harris, Thomas G. Healey, Jack Smith and William G. Newman, a contractor, it was knocked down to the latter for $975.[38]

By late October the old landmark was in the process of demolition. Said the *Constitution* on the 28th:

"Crash! Bang! went an immense sheet of tin yesterday as it was torn from the roof of the old city hall and sent rattling and crashing to the ground below.

"Sheet after sheet followed it and soon the roof was off the old house. The windows had been taken out, the stone steps removed, the tower attacked and the building was a dismantled wreck. All about were busy workmen doing their deeds of destruction. The old fence was removed and scores of men were busy setting a high close plank wall around the lot. In the afternoon ropes were placed about the bronze eagle on the tower, and the proud bird of freedom was lowered to the ground intact, without even his tail feathers ruffled. As soon as the roof of the building can be torn off and the inside taken out, ropes will be attached to the walls, and by means of large horse-power pulleys, they will be thrown. In a very few days the old city hall will be gone from the face of the earth to make room for

"GEORGIA'S STATELY CAPITOL.

"Very little did Atlanta think, when over thirty years ago she bought that spot of ground, that Georgia would so soon build her capitol there.

"In 1851, while Hon. Jonathan Norcross was mayor, the city purchased the lot on which the Angier building, the old Constitution building and Senator Brown's building stand.[39] There was nothing done about building a city hall, and in 1853 Colonel Richard Peters sold the city the four acres now known as the city hall park. It was then clear out of town and the purchase made Mr. Norcross so mad that he resigned his place as a member of the city council. . . . In 1853 the erection of the building was begun. Columbus Hughes was architect and master builder, and the structure was erected by day labor. The building was two years going up, cost $35,000 and came near

"BANKRUPTING THE TOWN.

"The building was well put up and after thirty years was almost as good as ever until the workmen laid heavy hands upon it. The city borrowed very little money to build the house, but raised it promptly by taxation, thus increasing the burden on the people of that day. When the county of Fulton was created the people of Atlanta were so anxious to get out of being taxed again to build a courthouse that they let the county use the building for a courthouse as long as it desired, rent free, so that, until the completion of the present courthouse, Atlanta furnished the courthouse for the county.

"Many notable events have occurred at the old building. It has been the principal voting place of the county ever since the house was erected. The mayor used to hold his courts there, the supreme court used to meet there, and the superior and city court held their sessions there for a great many years. Many murderers have heard their doom within its walls, and many a culprit has gone forth from its walls with a millstone of sorrow about his neck. Joseph Henry Lumpkin delivered from the supreme bench his great decisions, and the remorseless [Judge John L.] Hopkins passed his flint and steel sentences in that building. It was in that building that the

"RECONSTRUCTION CONVENTION

met in 1867 and the Georgia legislature met before Kimball's opera house was purchased by the State. It was in the old house that Ben Hill delivered one of his greatest speeches before the war, and many an eloquent tongue has rung out there since. In front of the old house Stephen A. Douglas made a great speech in 1860, when he was a candidate for the presidency. He was introduced by Alexander H. Stephens, and stood on the side next to Hunter Street.

"All in all, it has been a notable building, and the spot has become historic. Its destruction will doubtless call up in the minds of the older citizens many interesting incidents in the earlier history of Atlanta, to which the younger memories runneth not."

On November 13, 1884, with the old city hall finally out of the way, excavation for the new State Capitol began.[40] It was to be nearly five years abuilding.

The four days from Tuesday, November 4th to Friday, November 7th, 1884, were days of suspense, not only in Atlanta and the South, but throughout the Nation. After a vitriolic campaign between Republican James G. Blaine and Democrat Grover Cleveland, the presidential election had been held on the 4th. But the final result hung in the balance until the 7th, when the election of Cleveland was finally confirmed. The South went wild with excitement—the first Democratic president in 24 years, by mandate of the people, was to occupy the White House.

The day of rejoicing found expression on the front page of the *Constitution* for Saturday, November 8th, under headlines reading:

ALL ABLAZE!

ATLANTA GOES WILD
WITH REJOICING,

THE DEMOCRATIC HOSTS
STORM THE CAPITOL,

Adjourn the Legislature and
Seize the Governor.

BURN THE BLOODY
SHIRT

And Paint the Town a Brilliant Red.

A GRAND AND GLORIOUS OCCASION.

Patriotic Speeches, Bonfires, Torches and Shouts of Victory.

A River of Fire Runs Through the City.

THE DAY AND NIGHT OF JUBILEE.

"Atlanta never saw such a day as yesterday, and she never will again!

"The pent up enthusiasm of twenty years; the fruition of long deferred and oft defeated hopes; the wiping out of sectional lines; the breaking down of sectional prejudice; the burying of the bloody shirt.[41] All combined to bring the people on the streets and turn them wild with joy."

"STARTING THE MOVEMENT.

" 'You may rely absolutely on Cleveland's election.'

"It was 9:45 yesterday morning when this dispatch was received in the *Constitution* office.

"In ten minutes a thousand democrats were in consultation as to how best to celebrate. Mr. H. W. Grady was elected marshal of the day. Committees on music, bloody shirts, bonfires and parade were appointed, and at 10:30 there were over 3000 men in line.

"MAKING UP THE LINE OF MARCH.

"In front of the procession were two volunteer drummers, Gresham and Brown. Following them, leading the line of march, came Mr. Grady, his hat wrapped with a new silk flag, and Alderman Lowry bearing an immense flag, which was greeted with resounding cheers. Following these came Messrs. S. H. Phelan and W. R. Brown, leading a brigade of bloody shirt bearers, being red shirts stretched on cross poles. Mr. W. H. Venable was in charge of this section. He affixed to each shirt a placard reading 'we are going to burn this!' Behind the bloody shirts came about 1000 men bearing small flags. Next to these was a huge United States flag stretched as a canopy over 50 men, in charge of Jim Iverson, Hoke Smith and Dr. [Clinton T.] Brockett. Behind these came an endless line of men that made up nearly 3000 as a total. The line was in charge of Dr. J. F. Alexander, Mr. Hugh Inman, Mr. M. C. Kiser, Dr. R. D. Spalding, Mr. W. S. Thomson, Major Livingston Mims, Major Ben Crane and Piromis Bell.

"ON THE WAY TO THE CAPITOL.

"As the procession marched up to Broad Street it was met by Hon. E. P. Howell and Major John Fitten with a brass band they had picked up in a jiffy. They had gathered perhaps 500 people, who at once fell into the column, the band taking its place in the center. As the march proceeded up Broad it was greeted with cheers from the crowd that lined each side of the way and filled all the windows. Up Marietta Street it was the same. On reaching the capitol the line of march was turned into the side steps and up into the corridor it poured like a torrent. When they reached the door of the house, the drummer started in. The doorkeeper made some show at holding the doors, but Mr. Evan Howell, bracing against the bass drum pushed in and the crowd followed with a rush. The house was in session. The drums were stilled, and the members, in surprise, rose to their feet. Mr. Grady, with beaming face announcel:

" 'Mr. Speaker! A message from the American people.'

"The house rose as one man at this, and the column marched on to the speaker's stand, with drums beating and colors flying. Hon. Lucius Lamar was in the speaker's desk. Mr. Grady seized him in his arms, and took the gavel from his hands, and rapping for order said:

" 'In the name of, and by the authority of Grover Cleveland, President of the United States, I now declare this house adjourned until tomorrow morning at 10 o'clock!'

"The house took the point like a flash. Most of the members were on their desks, and the uproar and cheering was terrific. The speaker took the stand and tried to restore order, but the thing was over. A resolution was offered by Mr. Flint of Spalding, congratulating Cleveland and Hendricks. It was voted on by 2000 people, who filled every nook and corner of the house. There were calls for 'Grady' for several minutes, but he had left to adjourn the senate and the governor. . . . An announcement was then made that 'the bloody shirt would be burned' in front of the capitol. The hall was emptied instantly, and the legislature was off for the day.

"THE SCENES IN FRONT OF THE CAPITOL.

"In front of the capitol the broad streets were packed with 10,000 people shouting themselves hoarse. The bands were playing 'Dixie' and the yelling was deafening. Governor McDaniel was brought down, accompanied by General Lawton. They were received with cheers and encircled with United States flags. Mr. Grady then announced that Governor McDaniel 'would address the unterrified and jubilant democracy of Fulton County from the customhouse steps.'

"The bloody shirts, saturated with oil, were fired in front of the capitol and burned amid the wildest demonstrations of joy and approval. When this interesting ceremony was over, Mr. Grady introduced Governor McDaniel. . . ."[42]

The Governor was followed by Hon. Tom Hardeman and General A. R. Lawton, after which parading, blowing of whistles and ringing of bells continued for some time.[43]

That night the town was painted red in "the grandest demonstration that a southern city ever saw on any account."[44] Said the *Constitution*:

"The boys painted the old town red last night.

"Never in the history of the city has there been anything seen that could compare with the outpouring of wildly enthusiastic democrats last night to celebrate the election of Cleveland and Hendricks.

"Over a thousand torches were provided and at six o'clock a remarkable scene was presented about the *Constitution* building and for blocks around. Everywhere the weird light of the torches could be seen, and the streets were filled with crackling bonfires, until the picture was like unto a view of the infernal regions. Everywhere was one moving mass, while shouts rent the air and horns shrieked and drums beat and bands played. It was a wild scene and one that was calculated to fill the stoniest soul with patriotic enthusiasm.

"At 7 o'clock the procession started, led by a detachment of sixteen mounted policemen to clear the way. Following came the Young Men's democratic league, about 300 strong, bearing transparencies. The great procession, to the music of 'Dixie,' turned into Broad Street and proceeded toward Mitchell. All along the line of march were bonfires, and when the head of the procession reached Mitchell Street, Broad seemed one mass of moving fire, and a wild pandemonium of exultant democratic noise. The procession turned from Mitchell into Whitehall, increasing as it went and stretching its length out far behind. Along Whitehall were brilliant illuminations and thousands of flags fluttered gayly, while every few feet bonfires and colored lights made a scene that was dazzling in its brilliance.

"The Grant House, Chamberlin, Boynton & Co., J. P. Stevens & Co., and the gas company's office were all especially noteworthy, while many buildings were less elaborately handled. As the procession passed along Whitehall, it was easy to see how imposing it was. Among the transparencies were the following: 'Low Tariff and Reform,' 'Paint the Old Town Red,' '1876 cannot be Repeated,' 'Tell the Truth,' 'Burn this Letter,' 'Beecher Our Preacher,' 'God Bless Old Tom Hendricks,' etc.

"From Whitehall Street the procession turned up Alabama, crossed the bridge [Broad St.], went around the block by Whitehall crossing, up Whitehall to Hunter and around by Forsyth Street to the *Constitution* office again. At the *Constitution* office the procession was reinforced, and again they started out, passing around Broad, Mitchell and Whitehall again, and on reaching Alabama passed down that street to Loyd, across Loyd to Decatur and up Decatur to Peachtree. Everywhere immense bonfires were burning, rockets and Roman candles were firing and the scene was a wild one.

"Block's five-story building, the Markham House and other places were elaborately illuminated. The procession turned into Peachtree, and then a scene of the grandest brilliance occurred. The procession by that time was nearly a mile and a half long, and the thousands of torches looked like a river of fire that flowed along the ridge lined by the banks of trees. The residences were all brilliantly illuminated. The Capital City club house was as brilliant as a palace, and the lawn of the Leyden house was filled with a thousand Chinese lanterns, while the building was lighted by hundreds and hundreds of candles, making it a blaze of light. The female institute [of Mrs. J. W. Ballard] was elaborately illuminated with Chinese lanterns, and the executive mansion was also brilliantly illuminated. By the time the procession turned into Peachtree there were fully 25,000 people on the streets. Never in the history of the city were there so many people out at one time. When the procession reached Forrest Avenue it turned and came back toward the city. On its way back it was joined by the Gate City Guard under command of Captain Jackson. The procession turned into Forsyth Street and proceeded to the customhouse, halting in front of that building and filling Marietta Street with a sea of fire for blocks each way. For some time the horns tooted, the bands played, the drums beat, the populace shouted, the cannons boomed and there was a regular whoop-la time of it.

"At last quiet was restored and Mr. Grady introduced Senator Brown. . . ."[45]

The Senator was followed by Senator Colquitt, Hon. N. J. Hammond and Hon. B. H. Carlton, all of whom made enthusiastic speeches. There were loud calls for Mr. Grady but he failed to respond. Then the crowd pressed up the steps still calling for him. He had escaped by the back door and was gone.

"Then the crowd again took to the streets, the procession started up, and the boys went ahead painting the old town red. Until after midnight the exultant shouts were heard. At one everything was quiet, only here and there a stray patriot breaking the stillness with a shout. At two o'clock silence brooded over the sleeping city, and the great democratic demonstration was over."[46]

As did former years, 1884 also took its toll of pioneer and useful citizens. Among them were Robert Jones, age 85, one of the oldest citizens of Decatur and a former sheriff and treasurer of De Kalb County; Jacob M. Johnson, Atlanta's first painter; Major Charles Latimer, former De Kalb County planter, father of Mrs. W. H. Felton and a resident of Atlanta for the last several years of his life; Levi Willard, a Decatur merchant from 1826 to 1864, who died in Springfield Ohio; Rev. Dr. Joseph T. Robert, president of the Atlanta Baptist Seminary, later Morehouse College; Alphonse Lambert, native

Belgian and a leading landscape gardener and florist; Judge Jared I. Whitaker, lawyer, former mayor and long-time publisher of the *Atlanta Intelligencer;* Thomas W. Connally, a pioneer farmer of the East Point neighborhood and father of the late Dr. Elijah L. Connally, of Atlanta; Arch Orme, general ticket agent at the Union Depot, a son of William Priestly Orme and a popular young man of 28; Captain George B. Hudson, of Browning's District, De Kalb, former captain of Co. F, Thirty-sixth Georgia Regiment, C.S.A.; Colonel Littleton C. Jones, claim agent, W. & A. R. R., native of Lexington District, South Carolina, and former member of Atlanta city council; Dr. William G. Drake, originally of Alabama, physician and a member of the city board of health; Herman Haas, one of Atlanta's original Jewish residents; Captain Wilson J. Ballard, native of Morgan County, Georgia, Confederate soldier, founder of the Ballard Transfer Company and predecessor of the late Henry R. Durand as proprietor of the well known Union Depot restaurant; Timothy C. Murphy, of County Cork, Ireland, ante-bellum Atlanta railroad man and peace officer and father of the late well-known banker, John E. Murphy; Dr. William W. Durham, pioneer physician of both Atlanta and Decatur; the Rev. David G. Daniel, organizer, in 1848, of the First Baptist Church of Atlanta. Dr. Daniel was born in Onslow County, North Carolina, in 1808, and died at his home in Walthoursville, Georgia, on September 3, 1884.[47]

October 1, 1884, brought to a close the life of John Hughes Flynn, one of Atlanta's most useful citizens. He was born in Philadelphia in 1826, of native Irish parents. Left fatherless at two, John H. Flynn found it necessary to go to work at 12, and began his career as errand boy in a hat factory. After two subsequent years in a printing office, young Flynn, who had an ardent desire to become a machinist, found an opening with the Southwark Foundry & Machine Works in Philadelphia, and there served his apprenticeship in that skilled trade. After a varied mechanical experience, including employment in the locomotive works of William Norris, he went west to Cincinnati, and finally South, locating in Atlanta on December 11, 1848.[48]

For the next ten years he ran on the Western & Atlantic Railroad as a locomotive engineer, being promoted to the position of master mechanic of that road in 1858. With the exception of the year 1870, in which he resigned to establish, with John Stephens, the wholesale grocery firm of Stephens, Flynn & Company, he held the position of master mechanic until his death.[49]

Mr. Flynn found time to take an active and valued part in civic affairs. He served in city council during 1862 and again in 1874, 1875, 1876, 1878 and 1879. He was among the conservative delegates to the Constitutional Convention of 1868; was an original member of the Atlanta Board of Education and aided greatly in the successful culmination of the local public school movement. As a devout Catholic he was elected chairman of the building committee of the Immaculate Conception Church. He worked diligently in connection with the founding of the Young Men's Library Association, and served as both president and director of the organization.[50]

While Flynn was running the Ringgold accommodation during the middle 1850's, he became very much incensed at the conduct of a young girl who lived on a rise above the railroad tracks where the Peachtree Arcade now stands. The girl persisted in assailing his train with stones as it passed her door. Finally a well-aimed stone broke the window in Flynn's locomotive cab. The young engineer could stand these indignities no longer. He stopped his train and ascended the rise to remonstrate with the girl's parents, Mr. and Mrs. Daniel

Dougherty. By so doing he obtained a closer view of his tormenter and anger turned to love on the spot. The feeling was mutual and Flynn commenced a courtship, as it were, by train. The parents of the girl objected to the courtship, but after they discovered the sterling qualities of the young railroader, all objections were removed. Consequently, on October 19, 1858, John H. Flynn and Miss Kate Dougherty were happily married.[51] Descendants of Mr. and Mrs. Flynn still own the Arcade property, from the site of which, nearly a century ago, the Ringgold accommodation was bombarded with stones.

NOTES—CHAPTER 62

[1] Reed, *Atlanta,* 266; *City Directory,* 1884.

[2] Reed, *Atlanta,* 266; Hornady, *Atlanta,* 427.

[3] *City Directory,* 1884.

[4] *Atlanta Constitution,* Mar. 30, 1884.

[5] *Ibid.*

[6] *Ibid.*

[7] *Ibid.*

[8] *City Directory,* 1885, p. 20.

[9] Reed, *Atlanta,* 478.

[10] Records, West View Cemetery Association.

[11] *Ibid.*

[12] *Atlanta Constitution,* Aug. 6, 1884; *City Directory,* 1885, p. 14.

[13] *Atlanta Constitution,* Aug. 6, 1884.

[14] Oct. 10, 1884.

[15] Charles R. Haskins, lawyer, of 121 Jackson Street.

[16] "Garrett's Necrology."

[17] *Ga. Laws,* 1884-5, p. 514.

[18] *City Directory,* 1884, p. 11.

[19] *Atlanta Journal,* Mar. 20, 1929.

[20] *Atlanta Constitution,* Sept. 8, 1929.

[21] *Ibid.*

[22] C. J. Holleran, "Know Your Georgia," *Atlanta Constitution,* June 27, 1951.

[23] *Atlanta Constitution,* August 6, 1884.

[24] Record Postmasters, Fulton; "Garrett's Necrology."

[25] Nixon, *Henry W. Grady,* 202.

[26] Program, Thirty-Ninth Annual Banquet, National Association of Professional Baseball Leagues, Atlanta, Dec. 5, 1940.

[27] Miller, ed., *Atlanta,* 123.

[28] Reed, *Atlanta,* 281.

[29] Quoted, *Atlanta Constitution,* Dec. 10, 1935.

[30] Reed, *Atlanta,* 281; Hornady, *Atlanta,* 106-107; *Atlanta Constitution,* Nov. 15, 1884.

[31] *Annual Reports, City of Atlanta, 1893* (Atlanta, 1894) 608.

[32] *Ga. Laws,* 1878-79, p. 421.

[33] Stiles A. Martin, *The State Capitol, A Great Asset to Atlanta,* (Atlanta, 1948), 8-9.

[34] *Ga. Laws,* 1882-83, p. 18.

[35] Martin, *State Capitol,* 10-11.

[36] *Ibid.,* 11.

[37] *Ibid.*

[38] *Atlanta Constitution,* Oct. 16, 1884.

[39] Broad Street between railroad and Alabama Street.

[40] *Atlanta Constitution,* Nov. 13, 1884.

[41] A term used in the United States after the War Between the States descriptive of any means employed to stir up or revive party or sectional animosity, especially in the phrase "to wave the bloody shirt"—Webster.

[42] *Atlanta Constitution,* Nov. 8, 1884.

[43] *Ibid.*

[44] *Ibid.*

[45] *Ibid.*

[46] *Ibid.*

[47] "Garrett's Necrology."

[48] *Ibid.; Atlanta Constitution,* Oct. 26, 1873.

[49] *Atlanta Constitution,* Oct. 26, 1873.

[50] *Ibid.;* "Garrett's Necrology."

[51] *Atlanta Constitution,* Oct. 2, 1884.

CHAPTER 63

1885

VOTERS in the municipal election held December 3, 1884, had a choice between a "Citizens' Ticket," headed by George Hillyer, attorney-at-law, recently succeeded as judge of the Superior Court by William R. Hammond, and a "Peoples' Ticket," headed by Reuben Arnold, also an attorney, and father of our present fellow-citizen, Reuben R. Arnold. Hillyer was chosen mayor for 1885-1886 by 2137 votes to 951 for Arnold.[1]

The board of aldermen, having been increased from three to five, three new members were elected. They were John R. Gramling, wholesale shoe and leather merchant; John T. Cooper, clerk, commissioners of roads and revenue, and Humphreys G. Hutchison, retail druggist.[2]

New members of council, elected at the same time were: First ward, William M. Middlebrooks, retail grocer; second ward, William J. Garrett, wholesale grocer; third ward, David A. Beatie, live stock dealer; fourth ward, Edwin F. May, furniture manufacturer; fifth ward, Z. A. Rice, merchant; sixth ward, John C. Kirkpatrick, hardware broker.[3]

Ministerial officers elected by council on July 6, 1885, were, clerk, John H. Goldsmith; marshal, James W. Loyd; treasurer, Robert M. Farrar; attorney, John B. Goodwin; auditor and recorder, James A. Anderson; engineer, Robert M. Clayton; tax collector and assessor, David A. Cook; assistant tax receiver and assessor, M. T. Castleberry; chief fire department, W. R. Joyner; sexton, William A. Bonnell; hall-keeper and messenger, Jake Morris.[4]

During the first year of Mayor Hillyer's administration 2.30 miles of streets were paved with granite Belgian blocks or rubble, giving the city a total of 12.50 miles of paved streets by the end of 1885. At the same time 5.48 miles of sidewalks were laid, thereby providing a total of 56.48 miles of dust-and-mud-free walking space for pedestrians.[5]

The year marked the debut of electric street lighting in Atlanta, albeit upon a modest scale. During his annual address, at the close of 1885, Mayor Hillyer remarked, in this connection:

> "The city has been reasonably well lighted during the year, and the public comfort promoted by the introduction of electric light in the central part of the city. This involves, however, a very marked increase of expense for lights, amounting to $3212 per annum. It seems to me we should take down some or all of the lights unless you can get the owners to lower the prices."[6]

The fact that gas still carried the burden of Atlanta's street lighting, however, is indicated by the annual report of councilman Z. A. Rice, chairman of the committee on lamps and gas. He said:

> ". . . The amount appropriated for the year 1885 for lamps and gas was $19,000, all of which has been expended. We have carried out the contract made by the old Council with the Electric Light Company, and have put up during the year twenty-two electric lights in the heart of the city, and cut off 84 gas lamps to give place for the electric lights. On July 1st we had 471 gas lamps in use, and have put up about 20 new ones, making 491, less the 84 cut off, which leave 407 gas lamps now in use. We also have 136 gasoline lamps in use. During the first part of the year there was a good deal of com-

plaint about the irregularity in the lighting of the gasoline lamps, but of late there has been very little complaint and they are now giving very general satisfaction. Our efficient lamp-lighter, Mr. W. J. Bagby, knows how to manipulate lamps so as to make them burn well and give a good light, and he is very prompt in having them always lighted at the proper time."[7]

The matter of a downtown plaza, over the railroad tracks, brought to fruition under Mayor William B. Hartsfield in 1949, occupied some of Mayor Hillyer's thoughts in 1885. He said in his annual address:

"The different railroads which are laid through the center of our city, and which are so essential to the welfare and prosperity of our citizens in general, have received a great deal of attention from us.

"The [grade] crossings at Loyd, Pryor, Whitehall, Forsyth and Mitchell streets are still a source of annoyance and danger, to our citizens, both from a humanitarian and commercial point of view. To relieve those dangerous crossings of switching freight trains to and fro through our principal streets, President [William G.] Raoul, of the Central Railroad, and President [Joseph E.] Brown, of the Western and Atlantic, have agreed to widen the old Monroe embankment, which will enable all the railroad companies doing business in the city to have a separate track by which they can have their transferring done. This will relieve our crossings, but not entirely. We therefore recommend to the Mayor and General Council of the ensuing year to have a survey made from Foundry Street, on the Western and Atlantic Railroad, to Calhoun Street [Piedmont Ave.], on the Georgia Railroad, and ascertain how much these roads can be lowered at the different crossings above named, in order that neat and substantial bridges may be constructed at each crossing. We think that this can be accomplished, and if so, it will redound to the welfare of the entire city, and remove obstructions by which the lives of our citizens are continually in jeopardy.

By building Whitehall and Forsyth Street bridges,[8] the entire space between the two points mentioned, could be utilized by erecting a central market house thereon. The space between Whitehall Street and Pryor Street could be made useful and ornamental by the erection of a passenger depot, which could be so constructed as to admit of a three or four story building over the depot. This building, with its grand entrances on Whitehall and Pryor streets, would certainly be an ornament to our city. It would also accommodate all the railroads doing business here, and place them all on an equal footing—the east bound passenger trains could stand in the present depot and the south and west bound trains could stand in the new. This suggestion, if adopted by the railroad companies, would certainly be a great benefit to them and to the city."[9]

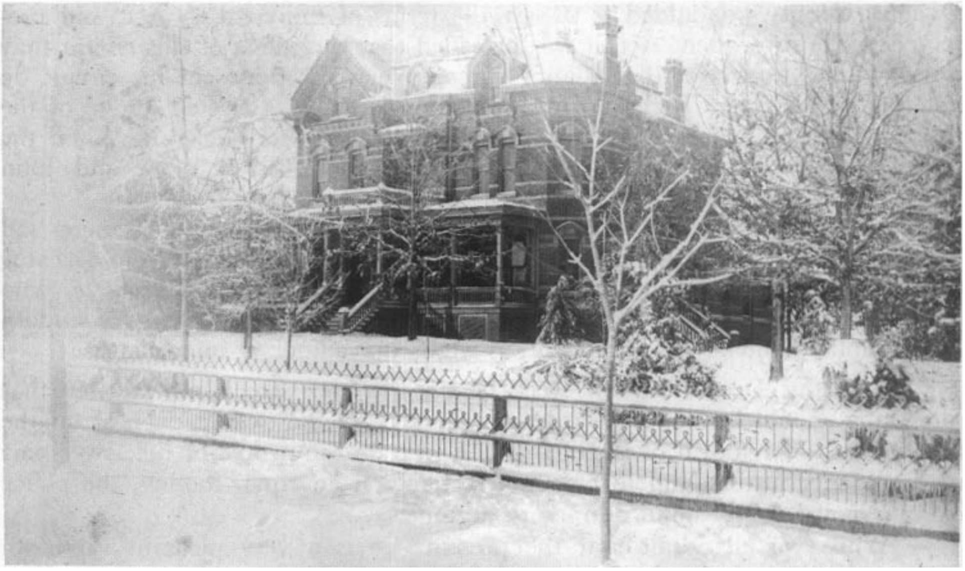
By Act of the Legislature, approved September 14, 1885, the corporate limits of Atlanta were extended so as to embrace the L. P. Grant Park and vicinity for police and sanitary purposes. At the same time the mayor and council of Atlanta were empowered to regulate the sale of ardent spirits and all kinds of merchandise and refreshments within the limits of the park, and for 200 yards in any direction from said limits.[10]

Speeding and traffic congestion in the downtown area gave the city officials of the middle eighties food for thought. On June 1, 1885, they passed an ordinance prohibiting driving of any carriage, dray or other vehicle over or across any public bridge at a speed greater than a walk. The penalty for violation was stiff—$100 or 30 days for each conviction.[11]

On October 4, 1886, council decided it was unlawful for wagons to congregate on Broad Street between the bridge and Alabama Street. The penalty, $25 or 30 days.[12]

A growing tendency to change street names met with a withering blast, editorially, in the *Atlanta Evening Capitol* for October 20, 1885:

"There seems to be a mania for changing the names of streets. The good old names are not highfalutin enough for our modern elegance. The old time homely names seem fogyish to our new-fangled progress. Instead of plain Peachtree or Jenkins Street that are identified with the early history of the city we are to have avenues and places and other high-sounding appellations.[13]



(Courtesy Atlanta Historical Society)

A Peachtree home of the 1880's. Residence of Richard Peters, Pioneer Atlanta citizen. Present site of First Baptist Church.

"The writer remembers how a few years ago the little scrap of street between Collins and Calhoun streets was changed from Jenkins Street to Warren Place. The confusion was endless. The matter slipped back by natural gravitation. It seemed impossible to wipe out good old homely Jenkins. People, in giving their street, mentioned both names and kept Jenkins alive, until it has run Warren Place clear out.[14]

"The city council rather sat down on such changes yesterday. They refused to change Peters Street to West Avenue, very wisely, we think, and altered Georgia Avenue back to West Peachtree. They have before them a petition to change part of Collins to North Washington or St. Mary's Avenue.

"If the large majority of the residents on a street desire it, such changes should be made, but otherwise the council should go slowly in such matters."

On January 9, 1885, some changes were made in the official family at the Fulton County courthouse. Lovick P. Thomas succeeded A. M. Perkerson as sheriff; Walter S. Larendon succeeded Benjamin F. Walker as surveyor, and Richard O. Haynes succeeded Frank A. Hilburn as coroner. Tax Collector W. W. Clayton died in July, and was succeeded on August 21st by William A. Powell. Merchant William A. Moore was elected to the County Commission for the year replacing John R. Gramling.[15]

All De Kalb County officers were reelected for another two-year term.[16]

The Stone Mountain Judicial Circuit was created September 8, 1885, of De Kalb and Clayton counties, and by the terms of the Act was to cease to exist January 1, 1888, when those counties would return to the Atlanta Circuit. By Act of October 4, 1887, the circuit was made permanent, and Douglas County was added to it. By the terms of the creating Act, and preserved in the subsequent Act, it was provided that the judge of this circuit may assist in the business of the Atlanta Circuit when the duties of his circuit do not require his time. Richard H. Clark, of Atlanta, was elected Judge of the new circuit, and Henry Clay Jones, of Decatur, Solicitor-General. When the circuit was made permanent Judge Clark was continued in office and John S. Candler was made Solicitor-General.[17]

Recurrently, since the organization of Fulton County in 1853, there had been agitation in De Kalb to move the county seat of the latter from Decatur to a more centrally located spot. A reader of the *De Kalb Chronicle*, who signed himself "William Why," penned a strong appeal for Stone Mountain in December, 1885. His argument, though unavailing, is interesting:

"While at Decatur a few weeks since, the idea struck me forcibly that something should be done towards bringing before the people once again the much talked-of removal of the county site. To do the people of the lower part of the county justice, and to place all sections on an equal footing, the policy of its removal to my mind admits no argument.

"While we all admit that the present site is a very pleasant suburban retreat for Atlanta's tired populace, and while we are personally proud of her many attractions as such, we must not allow sentiment to displace judgment and the best interests of the people of the whole county. Now why is Decatur not the proper place for the county site? Surely every fair-minded person will admit that, situated as she is, almost on the edge of Fulton County, it works a very great hardship on the people of part of the county to be under the necessity of traversing the entire county in order to transact any business with its officials during sessions of Court or otherwise.

"Now if my proposition—that of the removal of the county site—is wise, what more fitting time could arise for such removal than the present? Is not our jail and Courthouse in a condition needing immediate attention? Needing such attention, and so very much, would it not be altogether economical to rebuild both outright than to expend double the sum in a few years in repairs on the present substitutes?

"Would it not be simply an act of humanity to give even the guiltiest wretch a pleasanter abode than our present jail, and but a simple act of justice to the innocent people around, who are liable at any moment to be placed with a pack of abandoned prisoners, freed by its insecurity? This being all true—and surely none will gainsay it—the plea of economy in expenditure of the people's money uselessly cannot be advanced, and the only question arising is, to what point shall it be removed?

"Taking all things into consideration, I can think of no better place than Stone Mountain, situated almost in the center of the county, a thriving, pushing business place full of vim and energy, and a trading place, for a portion of the county whose people Decatur never sees—save when from compulsion they are obliged to call in county affairs—it looms up prominently and forcibly as the place to which this removal should be made.

"Granting that new county buildings should be erected, is not Stone Mountain the proper place to procure building material at her very door, and at no cost of transportation, with which to erect a Courthouse which shall bespeak old De Kalb as the Banner County in her public building as well as in her democracy. I think so. Now, Mr. Editor, I commit what I have written to the calm and dispassionate consideration of the people of the whole county, and in doing so, desire to add that I am not advocating the claims of any section but what to me, appears to be for the interest of the county at large."[18]

During the early morning hours of March 18, 1885, two Atlanta landmarks, the James Bank Block, northeast corner of Whitehall and Alabama streets and the Central Bank Block, adjoining on Whitehall Street, were destroyed by a fire of undetermined origin.[19]

The upper floors of the James Bank Block, a five-story brick structure, were occupied as living quarters. The fire therefore, resulted tragically when two of the roomers, Joseph H. Canfield and Edward Mercer, perished in the flames.[20]

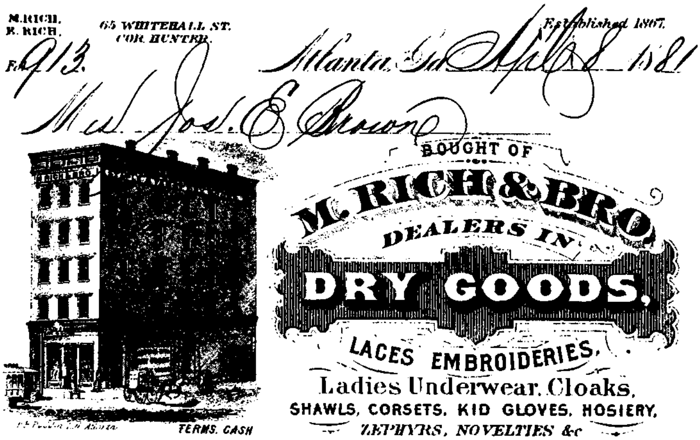
Canfield, 70, was a man about whose past little was known. At one time he had been a match manufacturer. He also had a patent process for making cider, "Canfield's Cider" having attained some degree of popularity. He left no family, and was buried in the potter's field at West View.

Mercer, 54, was blown down an elevator shaft by an explosion of combustibles. A well-known Atlantan for many years, he was born in Dublin, Ireland, and was a rigger by trade. He came to America at an early age, and after service in the Confederate Navy, settled in Atlanta. Here he became a grading contractor, but not long afterward purchased an interest in the Atlanta City Brewery [now Atlantic Company] at Collins and Harris streets. For the last several years of his life he was the proprietor of two large saloons and of the European Restaurant on Whitehall Street. He was buried in Oakland Cemetery.[21]

The twenty retail furniture dealers of Atlanta were greeted, in 1885, with some new competition when 27-year-old James J. Haverty entered the field by opening a modest store on $600 of borrowed capital. The new emporium, located at 14 East Hunter Street, just back of Atlanta's famous old Keely Company, was under the joint management of young Haverty and his older brother Michael.

James J. Haverty was one of the few adult citizens of Atlanta in 1885 who bore the distinction of having been born in the city. He was born in 1858, a son of Thomas and Margaret Cannon Haverty, natives of Ireland and pioneer residents of Atlanta. Prior to opening his own store, J. J. Haverty clerked in the dry goods store of John Ryan for some ten years. Later he served, for a short time as manager of M. Rich & Bros., carpet department.

Reminiscing years later, Mr. Haverty recalled that he entered the furniture business during the "Black Walnut era," when the ten-piece bedroom set



M. RICH.
E. RICH.

65 WHITEHALL ST.
COR. HUNTER.

Established 1867.

F 913.

Atlanta Ga Apl 8 1881

Mrs Jos. E. Brown

BOUGHT OF

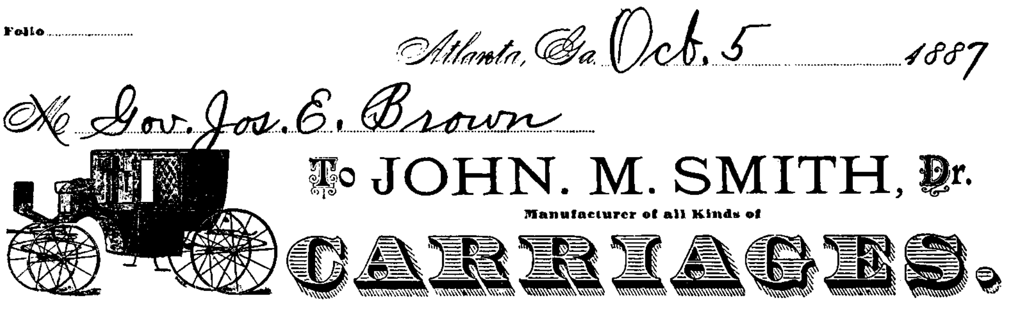
M. RICH & BRO.

DEALERS IN

DRY GOODS,

LACES EMBROIDERIES,
Ladies Underwear, Cloaks,
SHAWLS, CORSETS, KID GLOVES, HOSIERY,
ZEPHYRS, NOVELTIES &c

TERMS. CASH



Folio ....

Atlanta, Ga Oct. 5 1887

Mr Gov. Jos. E. Brown

To JOHN. M. SMITH, Dr.

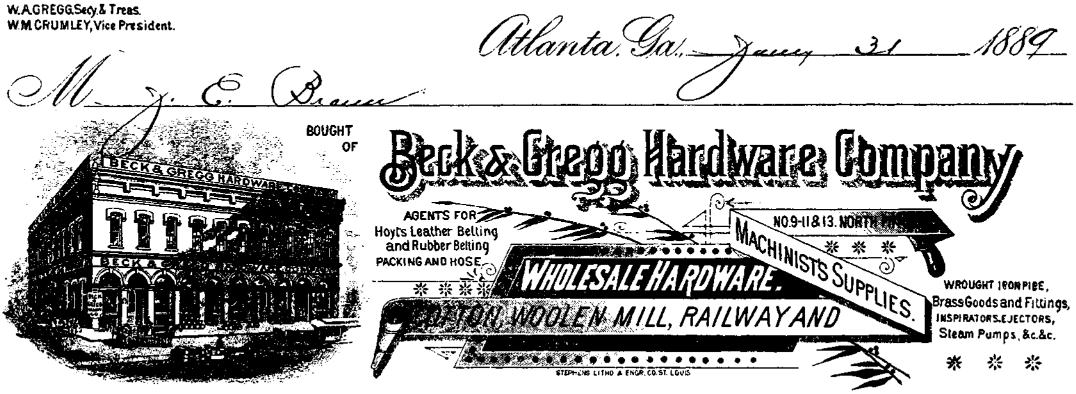
Manufacturer of all Kinds of

CARRIAGES.

Special Attention Given to Repairing.

NOS. 85 BROAD AND 78 FORSYTH STREETS.

We ship Goods in Good Order, and take Railroad Receipts accordingly, after which our Responsibility ceases.



L. H. BECK, President.
W. A. GREGG, Secy. & Treas.
W. M. CRUMLEY, Vice President.

Atlanta, Ga., Jany 31 1889

M J. E. Brown

BOUGHT OF

Beck & Gregg Hardware Company

AGENTS FOR
Hoyts Leather Belting
and Rubber Belting
PACKING AND HOSE.

NO. 9-11 & 13. NORTH PRYOR

WHOLESALE HARDWARE.

MACHINISTS SUPPLIES.

COTTON, WOOLEN MILL, RAILWAY AND

WROUGHT IRON PIPE,
Brass Goods and Fittings,
INSPIRATORS, EJECTORS,
Steam Pumps, &c. &c.

STEPHENS LITHO & ENGR. CO. ST. LOUIS

More typical Bill-Heads of the period

was greatly in demand. "This included," said Haverty, "a Gothic bed, a bureau, a washstand with marble top, a towel rack, an uncomfortable living room rocker, known as a "gentleman's rocker,' four straight chairs and a center table. They would fill a convention hall. Often the furniture was too large to be carried in doors. Furniture for a second story had to be hoisted up with a block and tackle."[22]

Indeed, some of the original furniture sold by Haverty's is now offered at fancy prices as antiques.

The Haverty brothers continued to operate the business until 1889, when J. J. Haverty and Amos G. Rhodes, the latter a pioneer local furniture man, formed a partnership. In 1894 the late Colonel P. H. Snook became a member of the firm, which operated as Rhodes, Snook & Haverty until 1897. The Rhodes-Haverty partnership continued until 1908, when it was dissolved. Whereupon, Mr. Haverty, with his oldest son, Clarence, and other business associates formed the Haverty Furniture Company, now a multi-million-dollar corporation with branches in many Southern cities.

After occupying what is now the Title Building at 15 Auburn Avenue for a number of years, the firm occupied its present quarters, the substantial old Moore-Marsh Building at Edgewood Avenue and Pryor streets, in early 1924. This building was completely remodeled, in 1939, to make the beautiful furniture store of today.

James Joseph Haverty, pioneer merchant, civic leader, art collector and connoisseur and a Knight of St. Gregory the Great, remained as chairman of the board of the business he founded until his death on October 18, 1939.[23]

The two-year-old *Atlanta Journal* secured some lively competition on July 4, 1885, when the *Atlanta Evening Capitol* appeared with its initial issue. Business manager and principal owner was Charles S. Atwood. He was assisted by an able corps of editors, including at various times, Isaac W. Avery, James A. Gray and Judge Kit Warren. The *Capitol* was a good paper, particularly strong on local news, but like so many of its predecessors in the Atlanta journalistic field, it lacked sufficient capital and went into bankruptcy in 1889.[24]

Construction work on Georgia's new Capitol building had progressed to the point that by September 2, 1885, cornerstone ceremonies were in order. It was an auspicious occasion. The crowd began to gather at 8 o'clock, although the actual program was not scheduled until eleven. A *Constitution* reporter noted:

> "They found much to interest themselves with, and spent their waiting time looking at the building and studying the immense walls that had risen nine feet above the ground, all around.
>
> "On the southwest corner the arches over the basement windows had been completed and were exceedingly handsome, giving a good idea of how the building will look. The great foundations for the walls and stone were also full of interest, while the machine for cutting the stone was kept in motion and drew such a large crowd of spectators that it almost became necessary to shut down the saws."[25]

A colorful and impressive procession marched from the old Capitol at Marietta and Forsyth streets to the site of the new.

"The grandstand was packed," continued the same report, "and people climbed into trees and mounted the tops of neighboring houses. One photographer was on top of the tower of St. Philip's Church."[26]

Senator Robert G. Mitchell, of Thomasville, president of the senate, presided over the ceremonies and introduced the orator of the day, General A. R. Lawton. On the night preceding the dedication, Senator Mitchell had remarked to a group of friends that he had his speech all ready, but lacked the necessary frock coat. But the coat was present at the ceremony, having been lent him by his friend, S. G. McLendon, afterwards secretary of state.[27]

Next day, September 3rd, the *Constitution* summed up:

"The day was perfect. Everything passed off delightfully. Ten thousand is the best estimate of the number of visitors. (Round trip tickets from Macon were $1.) It was a magnificent gathering, representing all parts of the state. The city wore a holiday look and everybody was in a good humor."[28]

Nearly four more years were to be occupied in this monumental construction project.

Meanwhile, in 1885, another construction project, as unique and distinctive in its own way as the new capitol, was completed on the northern outskirts of the city. Baltimore Block, the first approximation of an apartment in Atlanta, and the only building of its kind ever erected here, was built by a company of Baltimore people known as the Atlanta Land and Annuity Company. This concern was headed by Jacob Rosenthal, of Baltimore, who six years later bought the entire leasehold from his associates.[29]

In addition to being the first apartment-type building in the city, the development was unique in that it was based on the first long-term lease ever consummated in Atlanta. The ground was purchased outright by the company from Calvin W. Hunnicutt, whose spacious home was long a landmark on Spring Street facing the Block. Indeed, Baltimore Block, for the first couple of years of its existence was called Hunnicutt Avenue.[30]

The company paid a total of $22,000 for the parcel where the building now stands, including the four units on the Spring Street end, torn down in 1924. The original parcel had a frontage on Baltimore Place of 255 feet, and on Spring of 140 feet running back to a 15-foot alley. The arrangement was quite complicated for those days of straight sales. The company which bought the land divided it into fourteen equal parcels with frontages on Baltimore Place of eighteen feet and two inches each. The parcels extended back the full depth of the lot. Then the company erected the building, or strictly speaking, the buildings, and sold them to Atlanta families at slightly more that $4000 each.[31]

In addition, the purchasers leased the ground occupied by the buildings for a term of 99 years at an annual rental of $110 each. This was payable in semi-annual installments, on the first of April and October, and brought into the company a revenue of about $1540 a year as a return on its original investment. The lessees were to pay all taxes and all upkeep of the buildings, which, after all, were actually owned by them.[32]

The interior arrangement of the Baltimore Block apartments was, by present standards, most unusual. Each was a completely separate house, divided from its neighbor by a solid brick wall without openings. On the ground floor of each apartment were three rooms with a corridor running the entire 70-foot depth of the building. The second floor contained only two rooms, and the third floor three rooms. One bath sufficed for each unit. Kitchens were located in the basement. Probably the first residential central heating plants in Atlanta were in these old houses. Known as the Baltimore heater, a unit was fitted into the fireplace on the first floor, with vents running to the rooms on the two floors above. Thus an open fire on three floors was fed at the fireplace on the first. Each first-floor room had a Baltimore heater.[33]

For nearly a quarter of a century Baltimore Block, with its cobblestone pavement, and situated on the fashionable North side was not only a showplace, but a mecca for socially prominent and solid Atlanta families.[34] Then, about 1908, the rather stuffy apartments with their duplicate fronts lost vogue and became less and less popular with the type of families formerly occupying them. Furthermore, business had begun its inevitable encroachment, pushing the best North side residential sections farther and farther out.[35]

Baltimore Block became something of a derelict. Asa G. Candler tried to buy it as a site for a medical center before business spread too far around it, but one of the owners refused to sell and Mr. Candler insisted on having the entire block. Four of the units were torn down in the summer of 1924 by Ben J. Massell and Lee Hagan for the erection of business buildings. One by one, during the depression years of the early thirties, the remaining units were left vacant and stood, with doors hung open, as alleyways. Vagrants moved in. Baltimore Block reached its lowest estate. Then a metamorphosis occurred.[36]

During the grim year of 1932 the charm and fineness of design of these Victorian houses, marred as they were by years of neglect, caught the interest of a few artistically-minded people.

First to establish a beachhead in the old Block was interior decorator Harvey Smith, a young man familiar with converted brownstone houses in New York City. Soon after came artist-designer Claud Herndon, who lived and painted portraits in a studio-apartment in the Block. Some months after the arrival of Smith, an elderly couple, long-time residents of Atlanta, but formerly of Pennsylvania, dropped by to talk with him. They were thinking of buying one of the houses in the Block for a home. They were the late Mr. and Mrs. William Hunter. The Hunters had nerve. They bought a unit with no front door which was regularly used as a short-cut from Baltimore Place to the alley in rear of the Block. Mr. Hunter, a landscape architect, and Mrs. Hunter, a collector of antiques, endowed their home with so much charm that others took note. Mr. and Mrs. Roy Booker, Mrs. Nancy Barrington DeWelles and others bought units. Baltimore Block regained, in large measure, its past glory, and today stands as a pleasant Victorian oasis in an otherwise drab commercial neighborhood.[37]

The subject of prohibition had agitated the people of Georgia for many years. Indeed grand juries had inveighed against the evils of the grog shop since long before the War Between the States. During the early 1880's the local option movement spread throughout the rural counties of the state, and by 1884 ninety counties were either dry or partly so. In 1885 a state-wide local option law was passed to permit any county to hold an election on prohibition on petition of one-tenth of the voters. Under this law the first prohibition referendum was held in Atlanta and Fulton County on November 25, 1885.[38]

For days prior to the referendum great excitement prevailed in and around Atlanta. Wets and drys alike marshaled their forces, the former distinguished by red badges and the latter, by blue. Mass meetings were held in all parts of the city and the Negro vote was earnestly solicited by both sides. The drys invoked passionate argument against the evils of whiskey, particularly as it affected the laboring class, absorbing the poor man's Saturday night pay and creating premature and destitute widows and orphans. The wets, among other things, pointed out the damaging effects prohibition might have upon business, and adduced figures to show that profitable operation of the Kimball House for example, would be impossible without the substantial revenues accruing from the bar—at 15 cents a drink.[39]

The day of the election was bleak and raw, with intermittent snow and rain. The weather, however, did not deter the voters, who turned out in droves. To relieve pressure upon the two downtown Atlanta polling places, both the A. & W. P. and the Central Railroads ran special trains to East Point so that the overflow could be taken care of at the polling place in that town.[40]

When the tumult was over and the shouting had died away on the 26th, the *Evening Capitol,* strong for prohibition, reported the result:

THE BLUE WINS.

FULTON COUNTY GOES DRY BY A
MAJORITY OF 228.

"The city of Atlanta is quiet this morning.

"The anti-prohibitionists are not happy.

"The blue-badge men are wearing smiling countenances.

"Fulton County has gone dry.

"The following is a recapitulation of the vote in the county:

Precinct	*Total Vote*	*Majorities*	
		Wet	*Dry*
South Atlanta	2792	326	...
North Atlanta	2135	...	5
West End	551	..	313
Cook's	578	216	...
South Bend	627	..	203
Peachtree	236	..	116
Buckhead	151	27	...
Oak Grove	73	13	...
Collins	83	..	29
Adamsville	111	..	21
Bryants	94	...	32
East Point	211	..	76
Total	7642	582	798

"AT THE COURTHOUSE LAST NIGHT.

"The result of the count in the box on Broad Street was known early in the afternoon as the polls closed at 3 o'clock. The interest then centered in the courthouse boxes, and from six o'clock until ten, a large crowd surged around both doors to hear the result of the count that would decide the election. The result was announced at the courthouse doors at a few minutes before 10 o'clock, and the wearers of the blue ribbon formed into line and marched to their headquarters on Broad Street. The room was soon crowded almost to suffocation.

"Mr. Henry Hillyer made a few remarks, and the crowd began calling for Judge Jas. A. Anderson. That gentleman responded with a few appropriate remarks.

"About 1500 men then fell into line and marched to Dr. Hawthorne's house,[41] and that gentleman came out on the gallery and addressed the crowd amidst the most tumultuous applause.

"The procession then visited Mr. Ben Hill,[42] who also came out and made a short address. . . ."

Editorialized the *Evening Capitol* on November 26th:

"Now, prohibitionists, let moderation mark our victory.

"The worthy gentlemen on the other side have made a good fight, given us a close shave, and won respect by their course.

"The issue, by the Providence of God and through the prayers of our women, has been in the interest of Christian civilization. Let us all give the matter a fair trial. Let us work in concert to get the best results from the experiment.

"Atlanta, with her usual audacious originality and splendid enterprise, has led the Union in a movement that places her in the highest moral altitude, and at the same time tests the utilitarian value of humane reform. It has been a characteristic display of Atlanta spirit that she should dare such an ordeal and settle the mooted question whether temperance be operative and beneficial in cities.

"'This question will now have a trial. Let us all unite, both for the good of humanity and for the glory of our superb young city, in making the experiment a success.

"Our first concern in the matter is for those who have business interests involved. Fortunately our saloon keepers have 7 months in which to close their matters. The change will not be sudden. Let all hands unite in immediate efforts to establish new mercantile and manufacturing enterprises that will give field for investment of the released capital and for employment of the labor.

"The hotels, whose bar-rooms will be closed, must have our special aid. Their billiard rooms, free from the entanglement of saloons, will draw more and pay better. Their privilege of furnishing wine at the table will not be interfered with. Let our business men take their noon meals with them when they cannot go home to dinner.

"Atlanta's unfailing business sense and resources will come to her in this ordeal to make prohibition a grand moral, humanitarian and business success. Atlanta men have never been known to sulk, and our anti friends are among our best and most potent commercial powers.

"To our prohibition friends we urge the most liberal, sensible and just policy. Many anti-prohibitionists have been and are temperate in principle, who have honestly believed that its enforcement in a city would be impracticable and work disastrously to property and business. These gentlemen will be delighted to find they were mistaken, and will become the most ardent advocates of prohibition when satisfied on this point.

"Let every tinge of heat or unkindness engendered by the contest be put away. Let the full brotherhood of our peerless city be restored. Let us all recognize in this election the Providence of God, and the exalted destiny of Atlanta."

Old De Kalb beat Atlanta and Fulton County to the draw on prohibition. Announced the *De Kalb Chronicle* on November 19, 1885:

"Stone Mountain's barroom closed last Saturday. There is now no whiskey sold in De Kalb County."

The seven-month period of grace soon ran out for Atlanta's saloonists, and the local populace awoke on the morning of July 1, 1886, in a dry city. An *Evening Capitol* reporter made the rounds of the saloons that morning and recorded his findings:

"King Alcohol is an exile from Atlanta.

"Though a few wholesale houses will continue the sale in quantities not less than a quart for a short while longer, the general traffic in the ardent is practically ended.

"It seems to be a settled and uncontradicted fact that the people have pretty well supplied themselves with jugs and barrels and demijohns. There is plenty of liquor in Atlanta this morning and it can be gotten at with very little trouble. But the social drinker is lonesome this morning—the bottle is not what he wants. Nor is the lover of fancy mixed drinks entirely happy with a jug.

"The deserted saloons have a strange—a ghostly appearance, but there isn't a ghost of a showing to get a drink in any of them—not this evening.

"Campbell, the proprietor of the Shamrock saloon, on Pryor Street, was closed up last night after twelve o'clock by orders from Chief Connally. Campbell now threatens to bring a suit against the city for damages. A *Capitol* reporter called on Campbell this morning and found him behind his bar mixing a toddy for himself. The sound of the hammer and saw were heard around him, and everything had a torn up look.

" 'Going to leave the city?' asked the reporter.

" 'Don't know, but I have sold out my stock and fixtures to a gentleman in Augusta, and had to do it at a great sacrifice.'

"The saloon occupied by P. J. Kenny, on Alabama Street, was perfectly quiet when the reporter called by. No sound could be heard save the squealing of hungry mice fighting over the crumbs of cheese on the free lunch counter. This building has not been rented. Mr. Kenny will probably engage in the sale of boots and shoes.

"The Bank Sample Room, under the Gate City National Bank, was entirely deserted when the scribe made his rounds. The proprietors seem to be in no hurry to remove their fixtures. The restaurant that has been connected with this saloon will not be shut up.

"O. L. Pease's saloon, on Decatur Street is draped in mourning, and a boy was standing in the door this morning handing out dodgers. The reporter took one and read six or eight verses, with the heading, 'Pease's Lament.' The rhyme is not exactly fit to be sung in a Sunday-school, and is not very complimentary to Sam Jones and Sam Small.

"Naber's, No. 52 Peachtree Street, closed up last night at ten o'clock, having disposed of all the 'stuff' on hand at that hour. Over the door of this saloon is a placard draped with crepe, and bearing the words:

" 'Closed on account of the death of the leaders of prohibition and the birth of this ruin.'

[signed] 'MANY ANTIS.' "

"Some of the smart young men now wink knowingly and say, 'I'll bet ten dollars I can go right now and buy a drink,' but none of them do it. A prominent lawyer said this morning that plenty of saloonists would attempt to run 'blind tigers,' and he expected to get a case or two in a few days.

"Philip Breitenbucher will continue business at his same place, corner Broad and Marietta streets. He had four men just as busy as they could be washing glasses and dealing out temperance beverages, lunches, etc. Breitenbucher will run a lunch counter, also a wine stand, etc.

"C. J. Vaughan at 12 South Broad, will run a barber shop in the front part of his building and a dining room in the rear.

"Kenny & Werner have closed up. Kelly is closed. They don't know what they will do.

"Messrs. Hollis & McMahon were asked what they would do with the pool business. They have closed and will not run it out of the city. They will continue with a lunch parlor.

"On Mike Maher's door hangs his autograph, thus, 'Closed in respect to the death of Atlanta.' Everybody who passes looks at this sign.

"About all of the saloons are closed. On Decatur Street, Johnson, Gillespie, Holland, Beiser, Faith & Langford, Jolly and many others. E. B. Lovejoy's place on Peachtree is closed; so is Mr. Marion Wallace's.

"There are whiskey men here from nearly all the sister towns to see how their brethren take the change. No drunks have been docketed today, but all is quiet. . . ."[43]

This first great prohibition experiment in Atlanta was to end in failure two years hence.

In October, 1885, a group of German artists, accompanied by Theodore R. Davis, staff artist on *Harper's Weekly,* arrived in Atlanta and established themselves at the Weinmeister Hotel, 12 North Forsyth Street. The purpose of their visit was to make an exhaustive reconnaissance of the field of the Battle of Atlanta, with a view to painting a cyclorama, or circular panoramic picture of the battle.[44]

The artists were in the employ of William Wehner, proprietor of the American Cyclorama Company, established in Milwaukee, Wisconsin, in the spring of 1885. They were Herr August Lohr, of Munich and Herr R. M. Heine, who directed the execution of the painting; Bernhard Schneider, Wilhelm Schroeter and Franz Biberstein, landscape painters; Herr Zuckotinsky, Theodor Breidwise, Franz Rohrbeck, Herman Michalowski, and Johannes Schultz, figure painters; Richard Lorenz and George Peter animal painters. Artist Davis was particularly well qualified for his advisory role, since as war correspondent and staff artist for *Harper's* he had travelled with General Sherman during the entire Atlanta Campaign of 1864 and made sketches of the various engagements while they were actually taking place.[45]

With characteristic German thoroughness the artists of Mr. Wehner's studio made every effort in the direction of good art and historical accuracy. They went daily to the site of the battlefield. To insure accurate topographic treatment they erected a 40-foot observation tower beside the Georgia Railroad at the approximate present location of the Moreland Avenue crossing, which commanded a panorama of the then practically unbuilt-upon landscape.[46]

Their field work completed, the artists returned to Milwaukee in the latter part of 1885 and, armed with notes, drawings, portraits of commanders on both sides and official maps and papers from the War Department, set to work on their gigantic undertaking. Completed in late 1886 or early 1887, the finished painting weighed 18,000 pounds; measured 50 feet in height and 400 in circumference, and cost $40,000.[47]

The Cyclorama painting of the Battle of Atlanta began to fulfill its original mission of a traveling exhibit in Detroit, Michigan, in February, 1887, where it elicited the enthusiastic comment of General O. M. Poe, a member of Sherman's staff during the Atlanta campaign.[48]

After showings in Minneapolis and possibly other cities, the Cyclorama was brought to Indianapolis, and housed in a specially constructed circular building, where it was opened to the public in May, 1888. For a while revenue customers came in sufficient numbers to make the exhibit a paying proposition, but the novelty soon wore off and the sponsoring company failed. In September, 1890, the painting and other real and personal property of the company was sold at auction. The painting was acquired by Paul M. Atkinson, of Georgia, for $2500, who brought it first to Nashville, Tennessee, and finally, after a stop in Chattanooga, to Atlanta, in February, 1892.[49]

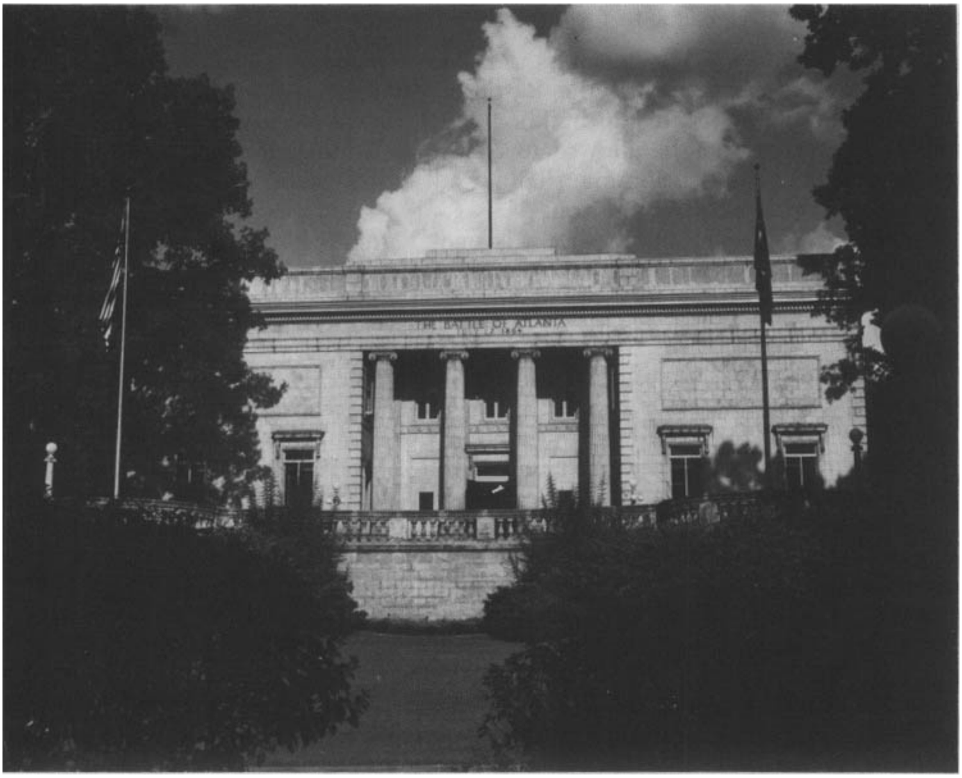
Here the Battle of Atlanta took the place of the Battle of Missionary Ridge (another cyclorama, made under the aegis of the Wehner studio in Milwaukee) in a specially constructed building on the north side of Edgewood Avenue between Courtland Street and Piedmont Avenue. It was placed on exhibit February 22, 1892.

In Atlanta, the exhibit followed a similar pattern to that in Indianapolis. Sunday exhibitions were at first forbidden by the City Council, and, though enthusiastically attended at first by both citizens of Atlanta and visitors from outlying towns, the painting, in time, received a constantly diminishing patronage.[50]

Some months later Mr. Atkinson disposed of the painting. In this connection, writing from Madison, Georgia, on January 7, 1913, to W. T. Waters, Jr., of Atlanta, he said:

". . . It was on Exhibition [in Atlanta] some 12 months when I sold it to H. H. Harrison of Florida. It was Mr. Harrison's purpose to put it on exhibition at Chicago for the World's Fair in 1893. He raised a company and had everything in shape to begin erection of Building—but the authorities at Chicago would not let him build anything but a brick building and this caused the failure of the enterprise. The picture hung in the Edgewood Avenue building until a big snow storm broke in the roof and seriously damaged the painting. Taxes and rent accumulated—and with the picture seriously damaged, Mr. Harrison abandoned it and it was sold for expenses."[51]

The sale occurred on August 1, 1893, when, under the auctioneer's hammer, to satisfy a judgment for $937.35 due the East Atlanta Land Company, owner of the lot on which the building stood, the painting was knocked down to Ernest Woodruff, representative of the Land Company, for $1100. About a week later Mr. Woodruff sold the painting to Messrs. George V. Gress and Charles Northern, it being Mr. Gress' plan and desire to move the painting to Grant Park.[52]



(Courtesy Atlanta Historical Society. Photo by James K. Jobson)

The Cyclorama, Grant Park. This building, erected in 1921 at a cost of $100,000, John Francis Downing, Architect, houses the nationally famous painting of the Battle of Atlanta which took place July 22, 1864. The painting is owned by the City of Atlanta. Photograph made in April, 1948.

Mr. Gress, incidentally, was a successful lumber dealer and sawmill operator, who, though reared in western New York and Pennsylvania, came South as a young man, married here, and became a public spirited citizen of Atlanta.

On August 15, 1893, the *Constitution* carried the following story:

"The Park Commission will meet today, and during the meeting the cyclorama of the Battle of Atlanta will be tendered the commission by Mr. Gress and Mr. Northern who purchased it from the land company a few days ago. Both gentlemen are very anxious for the city to accept the picture and place it in Grant Park where it can be seen daily by thousands of people. They are willing to contribute to the moving of the picture and do anything else in their power for it. There is now a movement on foot for the Park Commission to assume charge of the painting and place it in the park under the management of Major [Charles W.] Hubner who was for a long time connected with it while it was under the management of Mr. Atkinson on Edgewood Ave. No one knows the picture better than Major Hubner, and as the picture is useless without a delineator, the indications are that Major Hubner will be placed in charge of it."

Apparently the Messrs. Gress and Northern did not contemplate a direct gift of the painting to the city at this time, for a week later Arnold Broyles, chairman of the committee on parks presented a resolution relative to the removal of the cyclorama to Grant Park. It read:

"Resolved—that Messrs. Gress and Northern be given permission to move the cyclorama, or picture of the Battle of Atlanta, to Grant Park, and that they be allowed to locate the building under the direction of the Park Commission; and that they be allowed to charge an admission fee of not exceeding ten cents; that said cyclorama shall at all times be under the control and direction of the Park Commission."[53]

"The gift," said Mr. Broyles, "is one of the best the city has ever had. The picture is something that Atlanta should own, and I hope to see the day come when the city will be able to buy it. I think, in the meantime, the city owes the two gentlemen a debt of thanks which it will not be easy to pay."[54]

The Cyclorama remained in Grant Park under Mr. Gress' ownership from the fall of 1893 until early in 1898. The income received from admission fees, amounting to $12,000 had been generously used by Mr. Gress for the relief of poor children in the city. In early 1897 Mr. Gress let it be known, in person, and through his attorney, the late Charles J. Haden, that he was making arrangements to deed the city the Cyclorama. At several subsequent meetings, city council made provisions for the conditions attached to the gift; a new roof, general improvements in the building and repair of damages to the painting itself. In January, 1898, Mayor Charles A. Collier's report outlined Mr. Gress' offer and recommended that the gift be accepted by the city. This was done on March 12, 1898.[55]

The painting remained in the old circular wooden shingle building near the Augusta Avenue entrance to the park until 1921, when it was removed to the new fireproof marble building where it has been safely housed ever since. This building, incidentally, was built from a design submitted by J. T. Downing, an Atlanta architect, in a competition held by the park Commissioners in the late summer of 1920.[56]

Until 1936, the picture had only two dimensions, height and width. During 1934-1935-1936, by means of a project carried on with W.P.A. funds, it was made three-dimensional to increase the optical illusion. Under the direction of Messrs. Wilbur G. Kurtz, Victor Llorens and Weiss Snell, the canvas was given a thorough cleaning, faded and chipped spots were retouched, and the painting was extended past the edge of its canvas by the addition of a diorama upon which have been placed plaster figures, exploded shells, fragments of rails and crossties, blasted stumps, simulated grass and bushes and a great deal of Georgia clay. The effect is realistic to the last degree and brings the painting right up to the viewer.[57]

Today, as for some years past, the Cyclorama attracts thousands of spectators—not only local citizens—but tourists from all over the world. It likewise produces a handsome annual revenue for the city. Says Miss Alma Jamison, in her excellent article, previously cited:

"It is well for us all to realize what a priceless asset we have here in this painting which constitutes so perfect and unique a memorial of the most tragic event in our history. Neglected, regarded with indifference by many, carried from city to city by a chain of constantly changing owners, sold at auction on two occasions, the Cyclorama of the Battle of Atlanta has now come into its own. When we remember that, at one of those auctions [August 1, 1893], a bid as low as $5 was made on it, that experts today value it at more than a million dollars, we realize that its history is typical of every great and worthwhile effort which crystallizes as a permanent part of the world's heritage."[58]

The local death roll for 1885 comprises a number of pioneer names. Dr. Thomas M. Darnall, ante-bellum Atlanta physician, died in Griffin, Georgia, and is buried there; John Bulow Campbell, Sr., native of Milledgeville, private secretary to several governors, and father of Richard Orme, D. Crowell and J. Bulow Campbell, founders of the Campbell Coal Company; George W. Sciple, Sr., native Pennsylvanian, a pioneer in the Atlanta coal trade and founder of a well known local family; William H. Howell, Confederate soldier, merchant, former member of city council and a younger brother of Evan P. Howell; Jesse P. Dean, merchant and son of pioneer settler Lemuel Dean; William F. Jack, a resident since 1849, Confederate veteran, merchant and confectioner; Judge J. Branch Tanner, former sheriff and judge of the inferior court of Greene County, ex-planter, large local realty owner and father of the late Judge George H. Tanner; Major William D. Luckie, originally of Covington, Georgia, soldier of the Confederacy, prominent secret order man and cashier of the Merchant's Bank; James Robinson, born in Connecticut, citizen of Atlanta since 1849 and an elder in the First Presbyterian Church; Henry Seltzer, German born crockery and queensware dealer, gold miner in '49 and extensive realty owner, of an accidental overdose of morphine; Judge W. W. Clayton, formerly of Athens, late treasurer of the W. & A. Railroad and tax collector of Fulton County, Dr. Josiah Bradfield, native of Murfreesboro, Tennessee, druggist and proprietor of the well-known "Bradfield's Female Regulator," "Mother's Friend," and "Pryor's Ointment"; Dr. Joseph Thompson, one of the oldest citizens of first Decatur and then Atlanta, physician and proprietor of the old Atlanta Hotel; the Rev. W. J. Gilleland, pioneer Methodist minister of the Sardis Church neighborhood near Buckhead and proprietor of a steam sawmill and box factory in that section; Henry B. Latimer, native of Oglethorpe County, early settler of De Kalb and later of Atlanta—since 1872, a resident of Gainesville, Georgia, where he died; Isaac Winship, younger brother of the late Joseph, with whom he established the Winship Machine Works. He died and is buried in Macon; Marcus A. Bell, native of Elbert County and a pioneer Atlanta real estate agent and lawyer; Moses Cole, merchant and nursery-man; Edmund W. Holland, early local banker; Benjamin H. Broomhead, New Jersey-born contractor and builder.[59]

By 1885 the local newspapers were giving fairly good coverage of social news. A fashionable wedding of the year united Miss Helen ("Buddie") Hill and Mr. J. Carroll Payne on November 25th. It was described by the *Evening Capitol*:[60]

"MARRIAGE BELLS

RING OUT MERRILY TO THE WEDDING OF
J. CARROLL PAYNE TO MISS BUDDIE HILL.

"The beautiful and commodious Catholic Church was filled to overflowing last night, to witness the marriage of Mr. Payne to Miss Buddie Hill. At half past six o'clock the great organ pealed forth the beautiful strains of Mendelssohn's Wedding March, and preceded by the ushers and attendants the happy couple marched up the aisle, and on both their countenances could be seen a smile of peace and joy. The party formed in a semicircle and Father A. J. Semmes, assisted by Father Kirsch, in a most impressive manner performed the ceremony according to the ritual of the Catholic Church. The whole party was in full evening dress, and handsome men and beautiful women shone resplendent.

"The ushers were: Dr. R. D. Spalding, Martin Amorous, Capt. J. F. Burke, Dr. E. Van Goidtsnoven.

"The attendants were: Mr. Raphael S. Payne, of Baltimore.

"Messrs. Jas. Le Gendre, Geo. Penrose, and Blain Jamison, of New Orleans.

"Mr. Raphael Semmes and Mr. Dan B. Harris of Atlanta.

"Miss America Payne, of Warrenton, Va.

"Miss Kate Cleghorn, of Columbus, Ga.

"Misses Lizzie Colquitt, Lizzie Rucker, Mary Smith and Clifford Kiser, of Atlanta.

"After the ceremony the party drove to the mansion of Mr. [W. Rhode] Hill on Peachtree [northeast corner Cain], where a brilliant reception was tendered Mr. and Mrs. Payne.

"The elegant parlors of Mr. Hill were beautifully decorated with hothouse flowers, and when filled with beautiful and happy people, they were lovely indeed. Until 12 o'clock, the festivities continued, and even then all seemed loath to leave. When at last the crowd dispersed, it was agreed by all that it was the pleasantest evening they had ever spent.

"Mr. and Mrs. Payne left for Chicago and other cities of interest in the North and East, and they will be absent several weeks, after which they will return to Atlanta, where in the future, they will reside."

While the bride was a life-long Atlantan, the groom's residence here began with his marriage. J. Carroll Payne was born in Warrenton, Virginia. He was educated at Georgetown University and the University of Virginia, after which he moved to New Orleans where he entered the law office of an uncle, T. J. Semmes. Though Mr. Payne had fine prospects in New Orleans, he moved to Atlanta rather than ask his bride, an only child, to leave her native city and family. Here he became an eminently successful corporation lawyer, capitalist, patron of the arts, and generally useful and valuable citizen. The death of Mr. Payne occurred at 80 in Miami, Florida, where he was spending the winter, on February 18, 1936. The surviving children of Mr. and Mrs. Payne are Mrs. Alex W. Smith and Mrs. Charles T. Hopkins, of Atlanta.[61]

NOTES—CHAPTER 63

[1] *Atlanta Constitution,* Dec. 4, 1884.

[2] Reed, *Atlanta,* 266; *City Directory,* 1885.

[3] Reed, *Atlanta,* 266; *City Directory,* 1885.

[4] Reed, *Atlanta,* 266.

[5] *Annual Report of the Officers of the City of Atlanta for the Year Ending Dec. 31, 1885* (Atlanta, 1886) 60-62.

[6] *Ibid.,* 23.

[7] *Ibid.,* 100-101.

[8] The former was not built until 1901; the latter in 1891.

[9] *Annual Report,* 1885, pp. 54-55.

[10] *Ga. Laws,* 1884-85, p. 368.

[11] Herman Hancock, "Atlanta Traffic Problems Since 1877 Reviewed," *Atlanta Constitution,* Oct. 19, 1941.

[12] *Ibid.*

[13] The tendency nowadays is to call nearly every space between two rows of houses a "drive."

[14] Jenkins finally died. For many years past the block from Courtland to Piedmont has been officially Warren Place, while the stretch from Piedmont Avenue east to Pratt Street has been called Armstrong Street.

[15] Commission Book, Dept. Archives and History, Atlanta.

[16] *Ibid.*

[17] Cooper, *Fulton County,* 735, 737.

[18] *De Kalb Chronicle,* Dec. 17, 1885.

[19] *Annual Report, City of Atlanta, 1885,* insert between pp. 116-123.

[20] "Garrett's Necrology."

[21] *Ibid.*

[22] *Atlanta Constitution,* Aug. 19, 1939.

[23] *Ibid.; Atlanta Journal Magazine,* Nov. 4, 1923; Cooper, *Story of Georgia,* IV, 433-434; city directories, various dates, 1885-1939; *Atlanta Constitution,* Oct. 19, 1939.

[24] Reed, *Atlanta,* 413; Feldman, "Checklist, Atlanta Newspapers," 58; city directories, 1885-1890. The Atlanta Historical Society has two bound volumes of the *Evening Capitol* extending from July 4, 1885 through July 1, 1886.

[25] Quoted, Barbara Baker. "Georgia's Time-Honored Capitol Completed 45 Years Ago Today," *Atlanta Constitution,* Mar. 20, 1934.

[26] *Ibid.*

[27] *Ibid.*

[28] *Ibid.*

[29] Allan Taylor, "Atlanta's First Apartment Being Torn Down," *Atlanta Journal Magazine,* July 27, 1924.

[30] *Ibid.;* city directories, 1886-1887.

[31] Taylor, "Atlanta's First Apartment," *loc. cit.*

[32] *Ibid.*

[33] *Ibid.;* Helen Moore, "The History of Baltimore Block," *Atlanta Constitution,* Sept. 17, 1939.

[34] The *City Directory* of 1886, first in which Baltimore Block, then called Hunnicutt Avenue, appears, lists the following residents: C. T. Brockett, A. P. Tripod, I. W. Avery, R. S. Rust and J. S. Rosenthal.

[35] Taylor "Atlanta's First Apartment" *loc. cit.*

[36] Moore "History of Baltimore Block" *loc. cit.*

[37] Margot Gayle, "The Block That Came Back," *Holland's Magazine,* June, 1951.

[38] Nixon, *Henry W. Grady,* 269-270.

[39] *Atlanta Evening Capitol,* Nov. 20-25, 1885.

[40] *Ibid.,* Nov. 25, 1885.

[41] Rev. James B. Hawthorne, pastor First Baptist Church, residence 344 Peachtree Street.

[42] A son of the late Senator.

[43] *Atlanta Evening Capitol,* July 1, 1886.

[44] Alma Hill Jamison, "The Cyclorama of the Battle of Atlanta," *A.H.B.,* X (July, 1837), 58-75.

[45] *Ibid.*

[46] *Ibid.*

[47] *Ibid.*

[48] *Ibid.*

[49] *Ibid.*

[50] *Ibid.*

[51] *Ibid.*

[52] *Ibid.*

[53] *Ibid.*

[54] *Ibid.*

[55] *Ibid.*

[56] *Ibid.*

[57] *Ibid.*

[58] *Ibid.;* George Peter the last survivor of the group of artists who painted the Cyclorama, last visited Atlanta in 1941, and died in Milwaukee at 90 in June, 1950.

[59] "Garrett's Necrology."

[60] Nov. 26, 1885.

[61] *Atlanta Constitution,* Feb. 19, 1936.

CHAPTER 64

1886

EVERY American city has spawned an assortment of quaint, eccentric and to some extent pathetic characters who, by their oddness earn a not altogether enviable niche in local annals. Two of Atlanta's most notorious residents during the decade of the eighties were "Old Limerick" and "Franklin the Goat Man." Both engaged the attentions of a *Constitution* reporter during a "Saturday ramble" in June 1886. His findings follow:

"Old Limerick,"

"Atlanta's most famous vagabond. His real name is William Powers,[1] and he was born in Limerick, Ireland, March 27, 1800. His parents were well to do and, when in 1832, he came to America, he had an ample fortune and bright prospects. He made Virginia his home for 22 years, moving to Georgia in 1854.

"He claims to be a lawyer but it is not known that he ever practiced. He engaged in the tailor's trade after coming to Georgia, and there are old citizens of Atlanta today who have clothes made by him. He became addicted to the use of intoxicating liquors many years ago, probably before he left Ireland. After coming to Georgia he rapidly lost his fortune, the respect of his friends, and his self-respect. He became a wanderer on the face of the earth, sober only when in the hands of the police.

"He served during the war in the Confederate army, but as to the value of his services, no one knows. Since the war he has spent most of his time in Atlanta, occasionally going on tramping expeditions to neighboring cities. 'Old Limerick's' name has, to date, appeared upon the Atlanta police docket 420 times. The total amount of fines imposed upon him reaches $1950. He never could pay, and has spent altogether, at different times, five years in the Atlanta stockade.

"He has many pecularities. When drunk he becomes noisy and disorderly. When an officer attempts to arrest him he falls on his back and kicks at the officer until exhausted. He carries all kinds of trash, string, spools, broken combs, pins, pencils, pieces of ribbon, etc., in his pockets. He always puts this stuff in a pile in his cell and solemnly marches round and round it.

"As an orator he is sometimes eloquent but usually very much mixed. He says he took his first drink when he was born and that he had continued to drink whenever he could obtain liquor. 86 years of drunkenness and wasted life!"[2]

"Franklin, the Goat Man,"

"William Jasper Franklin, age 36, is one of Atlanta's quaint characters. He was such a prominent figure that city council passed an ordinance to regulate him. Some people thought his goat and himself were nuisances and they petitioned council to debar the pair from coming to the heart of the city. The ordinance was enforced for awhile, but was gradually forgotten, and the pair now wander at will.

"Franklin's left side is paralyzed and both legs are useless. He sits or lies in his little wagon and his familiar petition is, 'Mister, I can't walk—give me a nickel,' or 'Mister, I'm paralyzed—give me a nickel.' Sometimes he sells peanuts and matches and takes in about $1.50 a week. He claims to support his mother and father, the latter being blind, and says he has two brothers, one married in Atlanta, and the other, a painter living in Baltimore. He has had his goat for six years. It is named 'Peter.'

"William Jasper Franklin sometimes takes up his position on Peachtree Street near the Capital City Club. Occasionally he moves down the street and stops near the artesian well. On Tuesdays and Saturdays, however, he may be found only at the customhouse corner on Marietta Street."[3]

The municipal election, held on December 2, 1885, for one alderman-at-large and a new councilman from each ward, resulted in the selection of Charles A. Collier as alderman. He was a native Atlantan, born in 1848, and was a son of Judge John Collier, with whom he had long been associated in the practice of law. The new councilmen were: First ward, William Kinyon, car builder, W. & A. R. R.; second ward, Isaac S. Mitchell, retail grocer; third ward, Edgar A. Angier, lawyer; fourth ward, Allison L. Greene, wholesale grocer; fifth ward, James Bell, locomotive engineer, Richmond & Danville R. R.; sixth ward, Gustavus G. Roy, physician.[4]

Dr. Henry L. Wilson and James D. Collins succeeded Anthony Murphy and Walker P. Inman as members of the Fulton County Commission for 1886.[5]

De Kalb County did not tarry long behind Fulton in the matter of the creation of a Board of Commissioners of Roads and Revenues. By Act of the Legislature, approved December 8, 1886,[6] the Board was authorized, and, in March, 1887, it came into being. Commented the *De Kalb Chronicle* on December 9, 1886:

"The bill of Mr. [C. Murphey] Candler, to create a Board of Commissioners, and of Roads and Revenues, for the county, has passed both houses of the Legislature, and will become a law, upon the approval of the Governor, in time for the Board to be organized in March The bill provides for a Commission, to consist of five persons, to be elected by the Grand Jury, at the spring term of the Superior Court. They will receive two dollars per day, actual service, and are exempt from jury and Militia duty. The board is to elect a clerk who may be one of its members, and whose salary, not exceeding $250 per annum shall be fixed by the board, prior to his election. The board will have exclusive jurisdiction over roads, bridges and all county property, and county matters and finances, and will meet at the Court House once a month.

"This bill was introduced by Mr. Candler, and great credit is due him and Senator [E. M.] Word, for the expeditious manner, in which it became a law. With good men elected by the grand jury, we believe it will work to the interests of the county. The whole success of the plan depends upon who will constitute the board of commissioners."

Said the *De Kalb Chronicle* three months later:[7]

"The five persons composing the commission of roads and revenues, of De Kalb County, as chosen by the grand jury are: T. U. Hightower, for three years; Thomas J. Flake, three years; E. J. Bond, two years; L. N. Nash, two years; and William C. Holbrook, one year. These five gentlemen will make an able commission."

The commissioners had their work cut out for them, if we may judge by reports reaching the *DeKalb Chronicle* in the months before they took office.

"PANOLA, Feb. 4, 1886—Roads! Such roads! never were seen before in any county. If Job had to have traveled over them things would have been different with him."

"Aug. 26, 1886—Dr. Bond, of Lithonia, while attempting to cross Snapfinger Creek, at the bridge, on the Covington Road, last Monday, dropped into a hole, just before reaching the bridge, the depth of which was sufficient to upset his buggy, and drowned his horse . . . The hole was about fifteen feet deep. The road commissioners are responsible for such accidents and should be held accountable. It is a disgrace to any civilized people that their roads should be in so dangerous a condition. We have traveled several of our public roads, and some of them are almost impossible, the Covington Road being one. It is a shame to our county, and a grave reflection on the road commissioners."

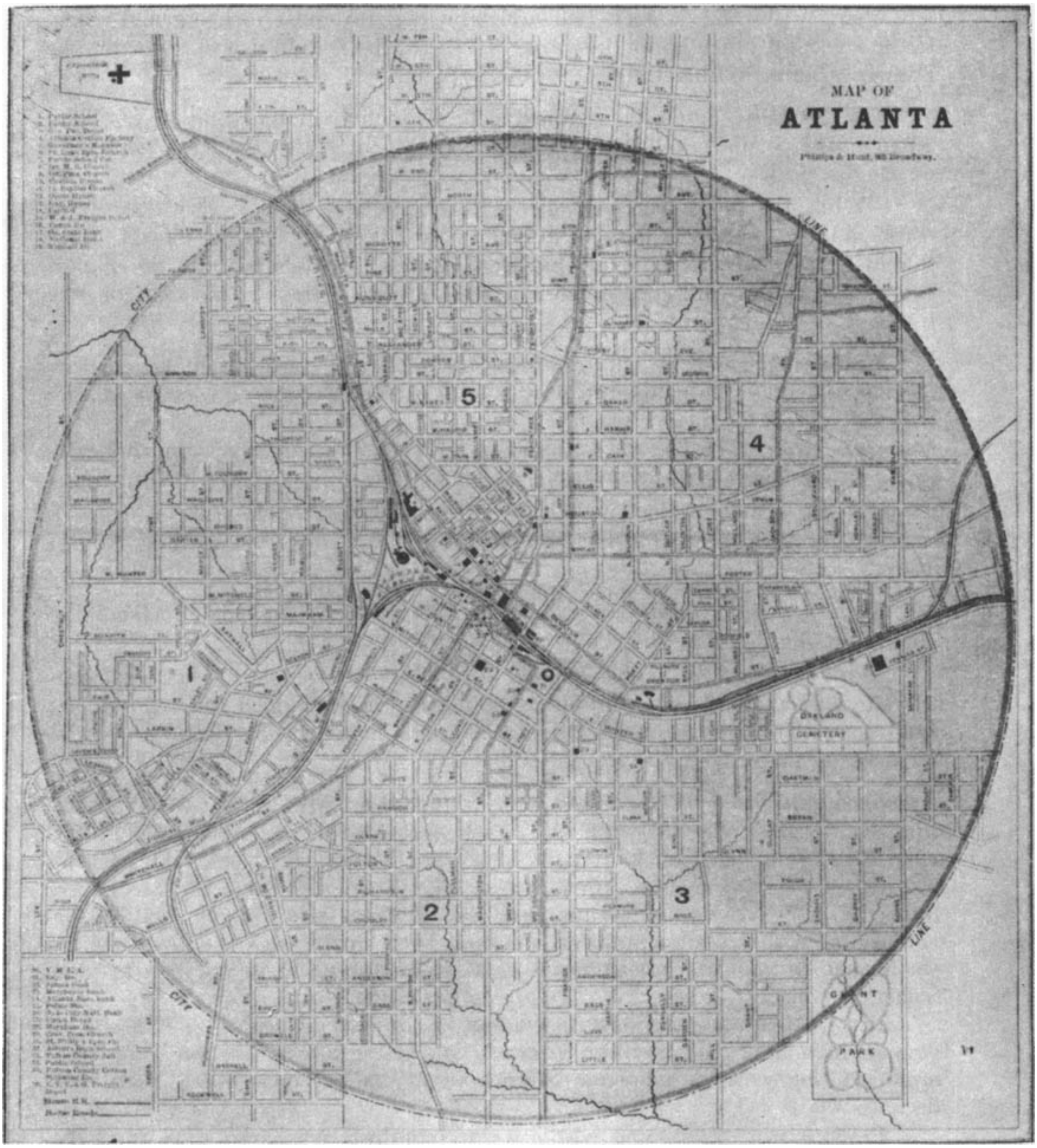
"PANOLA, Sept. 16, 1886—The bridge, near John Leftwich, grows like the cow eating the grindstone, slowly."

While roads and bridges had been a perennial cause of complaint, De Kalb County generally was in fine shape in 1886. Bragged the editor of the *Chronicle* on February 18th:

"De Kalb County is the most populous county in Georgia, with the exception of the counties containing cities. She is also the most fertile county in this Empire State, with no exception, besides ranking with the foremost counties in wealth . . . In fact, De Kalb is the garden spot of Georgia, where all honest people can find homes and make a good living, if they are willing to work. There is no more productive soil to be found than the fertile lands of old De Kalb, and foreign emigrants need go no further for a healthy climate, productive soil, and hospitable people. Already several Northerners have cast their lot with us, and all, without a single exception, are happy and prosperous, and say they would not leave De Kalb for any country.

"De Kalb has many and varied industries, all of which are prosperous and lucrative. Our manufacturers are all becoming wealthy; the laboring classes have good houses, and are contented; our merchants, all over the country, are doing a safe and profitable business; every profession, except doctors and lawyers, is remunerative; our farmers, the back-bone, are a happy and prosperous people, and have no desire to seek homes elsewhere; the fruit growers of De Kalb are making money, and thank their God for this goodly land.

". . . At Stone Mountain and Lithonia the extensive rock quarries furnish labor for hundreds of workmen. Scott's Guano Factory, the cotton seed oil mills, Ramspeck's Guano Factory, and various industries over the county, furnish homes and bread for thousands of families. Besides all these, De Kalb County looks well to her educational advantages, and every community is blessed with one or more good schools, where none but able and competent teachers are employed. Also, our county is literally dotted with churches of every faith and order, all of which are well supported, and this speaks volumes for a town or a county. . . .


MAP OF
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(From an original in collection of Franklin M. Garrett)

Map of Atlanta, 1886. All territory north of Third Street and most of Grant Park lay outside city limits.

"All in all, De Kalb is an ideal county, and the fifteen thousand souls, now living within her borders, will welcome as many more to her genial clime, fertile soil, and other happy advantages. De Kalb is, indeed and in truth, the Banner County of this Empire Southern State."

The Decatur Post Office gained new distinction in the summer of 1886, when it was made a money-order office. Commented the *De Kalb Chronicle* on August 26th:

"While this is a great convenience to the public, there is very little extra compensation for a considerable amount of extra work. Patrons of the office should bear in mind that the Postmaster depends for his salary, on the stamps cancelled by him, and people should mail as few letters as possible on the trains."

Postmaster Henry R. Jewett must have bogged down in money orders, for on September 16th an irate citizen of Pea Ridge wrote the editor of the *Chronicle*:

"Mr. Editor I wish you would tell us what's the matter with the Post Office at Decatur. We can't get our mail half the time. Surely it don't take a month for a weekly Journal to come from Atlanta to Decatur. I heard a man say he received a Journal last Saturday, 11th, that was printed August 12th."[8]

The *De Kalb Chronicle* for February 18, 1886 also noted a forthcoming change in the Atlanta Post Office:

"Post Master [W. T. B.] Wilson, of Atlanta has resigned, his resignation to take effect April 1st. Another republican head lopped off. John W. Renfroe, ex-Treasurer of the State, has been nominated by President Cleveland to succeed Wilson."

Christian Science, discovered and founded by Mrs. Mary Baker Eddy shortly after the War Between the States, got its start in Atlanta in 1886, when Miss Julia Bartlett came to the city from Boston. Here she took patients and began teaching a class. Shortly after Miss Bartlett arrived, she was called upon by Mrs. Livingston Mims, née Sue Harper, who sought her aid in connection with an ailment physicians had been unable to cure. Mrs. Mims was healed through the ministrations of Miss Bartlett and was taught Christian Science by her.[9]

Mrs. Mims was not only a woman of position in Atlanta, she was a woman of action. She resolved to teach and share her new-found faith, and organized the work of Christian Science locally in her own home, with four disciples.[10]

Progress was steady, and within a few months it was considered advisable to rent a room in a downtown building and hold regular Sunday services. A tiny room in a building on Peachtree Street was secured, but this was soon outgrown, and a larger one on Broad Street, occupied during the week by a secret order lodge, was taken. It was during the occupancy of this hall, in January, 1893, that a charter was secured, the charter members numbering thirty-two. Following a move across the hall in the same building, better quarters, with a seating capacity of 250, were secured in the new De Give Opera House (now Grand Theater Building) in January, 1896.[11]

For some time the membership had entertained hopes of building a church edifice. The first step was taken to this end on April 4, 1896, when, at a meeting of the trustees it was resolved that a building fund be started. In 1897 a lot on the north side of Baker Street between West Peachtree and Spring streets was purchased; G. L. Norrman was engaged as architect, and a contract was let to the firm of Broxton & George. Ground was broken on October 12, 1898; cornerstone ceremonies were held on January 29th following. During the spring of 1899, Atlanta's first Christian Science Church, a white structure in the classic architecture of a Grecian temple, surmounted by a graceful dome, was completed.[12]

The Baker Street building sufficed for little more than a decade. Mrs. Mims, still a pillar of the church selected a lot at 15th and Peachtree streets, which in 1909, was purchased from Ernest Woodruff. Ground was broken on March 1, 1913, and the new building, designed by Edward Emmett Dougherty and Arthur Neal Robinson, began to take form. It was completed in July, 1914. Meanwhile the old building was sold to the Atlanta Woman's Club, and the congregation, during the interim worshipped in rooms in Cable hall on Broad Street. The present First Church of Christ Scientist was, when completed, the greatest Christian Science Church South of Baltimore, and remains today one of Atlanta's handsomest church buildings, both as to site and architecture.[13]

Mrs. Livingston Mims, gentlewoman of the old South, and founder of Christian Science in Atlanta, did not live to see the completion of the building of which she would have been so proud. Two months before ground was broken, she passed away in January, 1913, and now lies buried beside her distinguished husband in West View Cemetery.[14]

In addition to the First Church at Peachtree and 15th streets, the growth of Christian Science in Atlanta has required a Second Church, at Peachtree and Stratford roads, a Third Church, at 850 Cascade Avenue, S.W., and a Fourth Church, at 427 Moreland Avenue, N.E.

Following the abandonment of the old McPherson Barracks off of Peters Street, in the early 80's, Atlanta, for a few years, had no Army post. Then, in 1885, Congress appropriated $500,000 with which to build and equip a post somewhere in the Atlanta area. In May of that year, General Winfield Scott Hancock, distinguished soldier and Democratic candidate for president in 1880, was sent to Atlanta for the purpose of selecting a site for the new post. After viewing several available tracts, he chose 140 acres on the Central Railroad and East Point wagon road, the nucleus of the present site of Fort McPherson.[15]

On September 14, 1885, an Act of the Legislature was approved, whereby the State of Georgia ceded to the United States the jurisdiction of the State over such lands near Atlanta in the counties of Fulton or De Kalb, as the United States may acquire title to, for the purpose of establishing a military post, not exceeding 200 acres. In November, 1886, the Act was amended to read 250 acres.[16]

Ground was broken for the new post in the spring of 1886, at which time it was to be called Fort Hancock, in honor of the man who chose the site. Before its completion three years later, however, it was decided to preserve General McPherson's name, as had been done in the case of the old barracks, and the post was officially named Fort McPherson.

In the fall of 1886 the *Constitution* gave its readers a progress report:

HANCOCK'S MONUMENT.

THE MAGNIFICENT ARMY POST NEAR ATLANTA.

Where It Is and What It Is—Progress of the Work—Fifty Buildings to be Erected—Grounds to be Beautified—To be Completed in Three Years—All About It.

"The new army post, known as Camp Hancock, is four miles from the city, on the line of the Central railroad.

"It will be remembered that after Congress appropriated $500,000 to lay out the grounds and to erect the necesssary buildings, the late General W. S. Hancock[17] came to Atlanta and selected the site. It lies on the right of the railroad going toward East Point, and consists partly of open fields and partly of woodlands. The number of acres is 140. It is proposed by the government to purchase 100 acres more, thus making 240.

"The site is admirably suited for the purpose intended. It is easily drained, and yet is not so hilly as to prevent the necessary grading. Work was begun on the post in the spring, under the direction of Captain Jacobs of the army. He has been careful in his attention to details, and when his labors are ended he will have the satisfaction of presenting to the government a substantial, convenient and handsome home for the boys in blue.

"A *Constitution* reporter inspected the post yesterday. Mr. Alexander Russell, the inspector of the work, accompanied the reporter over the grounds and explained the plans.

"The space to be occupied by the buildings to be used by privates has been graded, and four structures have been begun. Two of these are near the railroad, placed there for convenience in loading and unloading heavy articles of freight. One will be used for the commissary, another as a bake house, and two will be used to house soldiers.

"The commissary and bakehouse will be 40 feet long and 30 feet wide. One of the buildings used to house soldiers will be 317 feet long by 30 feet wide, and the other will be 270 feet long by 30 feet wide. All the buildings will be two stories high.

"On tomorrow [October 11, 1886] the contract for grading 22,000 cubic feet will be let, and on the 30th instant contracts for constructing eight more buildings will be let. The contractors now at work are Maher & Bowe, of this city.

"Mr. Russell informed the reporter that the total number of buildings to be erected would be fifty. Every one of them will be of brick and stone. They will be erected on either side of well arranged streets, with similarly constructed entrances facing north and south. The streets will be macadamized and the sidewalks will be curbed and paved.

"Besides the buildings to be used by the soldiers, there will be a hospital, a guardhouse, stables and all necessasry outhouses. The officer's quarters will be upon a low hill about 500 feet north of the soldier's quarters. Between the two will be the parade ground.

"Briefly, it may be said that when the post is completed it will be a little town. The very best system of drainage will be used, and both gas and waterworks will be erected. Already the artesian well has been bored, which will furnish about half the water needed.

"The unoccupied land, that is, that not occupied by the buildings, will be used chiefly for gardens. It is proposed to raise all sorts of vegetables and whatever provender may be necessary for the stock kept at the post. A range for rifle practice will occupy an open space south of the buildings.

"Mr. Russell said that the post would accommodate at least ten companies, and that it was probable arrangements would be made for twelve. Three years will be required to complete the work, which includes beautifying the grounds. A sufficient number of buildings to accomodate four companies will be completed by June next."[18]

Fort McPherson, as originally constituted, and comprising roughly the northeastern part of the present reservation of 504 acres, was completed by the end of 1888, and, on May 4, 1889, was made a permanent post, garrisoned by the Fourth Artillery.[19]

During the Spanish-American War in 1898, Fort McPherson was designated as a depot to train recruits for the field, at which time, early in the war, Leonard Wood, then a lieutenant, was stationed at the post. Soon afterward he joined Colonel Theodore Roosevelt's Rough Riders for service in Cuba. Wood later served with distinction in World War I, becoming a major general.[20]

Between the Spanish War and World War I, activities at the fort were routine. Then business picked up. Fort McPherson became a base hospital; an Officer's Training School was established and an internment camp, housing 1411 German prisoners of war, was maintained. Following the armistice in 1918, the fort served as headquarters for the entire Fourth Corps Area for a number of years and the base hospital was later expanded to provide facilities for a rehabilitation center.[21]

The passage of the Selective Service Act in 1940 and the entry of the United States into World War II again made the camp one of the important military centers of the nation. It functioned as an induction and reception center, where thousands of Southern boys and men were equipped, classified and received their first taste of military life as civilian soldiers. During the latter stages of the war, and after hostilities ceased, thousands more soldiers were separated from the service at Fort McPherson. Since 1947 the post has served as Third Army Headquarters. It now has all the recreational and entertainment facilities of a long established cantonment including a post office, station hospital, library, guest house, swimming pools, golf course and theater.[22]

About 9 P.M., August 31, 1886, the city of Charleston, South Carolina suffered the most severe earthquake ever experienced on the east coast of the United States. Fifty-seven lives were lost and property damage within the city came to $5,000,000.[23]

The effects of the quake were widespread. Though Charleston took the brunt of the disaster, it was felt very perceptibly in the Atlanta area, much to the alarm of the citizenry. Reported the *Constitution* on the morning of September 1st:

". . . At five minutes before nine there was a little tremor of the floor [in the *Constitution* Building] like unto the movement created by a dog trotting across. Quickly that changed to a shaking such as a wagon produces in crossing a bridge. A second or so more and the great structure shook convulsively, and began rocking and trembling, the movement being from east to west and west to east. It seemed that the electric light chandeliers would fall, so terrible was the shock.

"You cannot imagine the situation if you have never been there. Every man in the building expected the house to fall to the ground within a minute. A reporter's desk turned half over. The boys fled toward the elevator. The printers rushed pell mell down the back stairs. The city editor fled down the front stairs, and on the third floor encountered Mr. Douglas, of *Dixie,* who, somewhat paler than usual, asked excitedly:

"What's the matter?"

"Dunno!" answered the newspaper man without stopping.

"When the middle of the street was reached a man ran out of Bliley's undertaking establishment and yelled:

"What's the matter up there?" pointing up toward the *Constitution* composing room. He probably thought someone had dropped a hair space.

"The elevator man remained at his post, and says he did not feel the shock at all owing to the constant motion of the elevator.

"To add to the confusion in the office, perfect darkness prevailed for a minute. The engineer feeling the shock, at first attributed it to something wrong about the machinery and shut down the engine, whereupon every electric light in the building went out, leaving the office in perfect darkness. The greatest confusion seized those in the top of the building.

"Mrs. Frances H. Tuller resides at 68 Marietta Street, immediately in rear of the capitol. Her residence is a brick house, one of the oldest in the city. It is two stories high. When the severest shock occurred, Mrs. Tuller thought that the vibrations of the house were caused by a heavily loaded train on the railroad at the Forsyth street crossing. Hearing her daughters and other inmates of the house hurrying out to the sidewalk, she followed, although she fully retained her presence of mind. On the sidewalk it was decided that the vibrations of the house were caused by an earthquake.

"Look at the house," somebody exclaimed. The party of excited and frightened ladies and gentlemen turned their eyes toward the house and saw that one of the chimneys had disappeared and that another was badly damaged . . . Inside the house pictures on the walls were moved out of their places, and various articles in the rooms were thrown out of their ordinary positions. . . .

"The experience at Colonel John T. Grant's residence[24] was definite. This is one of the largest and best built houses in the city. Mr. W. D. Grant's family are living there while improvements are being made on their own residence. Colonel Grant was in bed and asleep. He was waked by the shock, and when his son called he was sitting up in the bed. Captain [W. D.] Grant says: "It felt and sounded like a street car rumbling through the house. This was followed by a straining, creaking feeling. I at once took out my watch. It was just five minutes to nine o'clock, and the shock's tremulous motion lasted just three minutes.

"On further out Peachtree Street the shock was very violent. The occupants of the houses rushed to the sidewalk and screams were heard, 'The house is falling!' This was occupied with tremendous clattering and crashing noise and it really sounded as if some house was falling. It was discovered, however, that it was a shower of slate falling from the roof of Mr. W. B. Lowe's residence.[25] Some glass was smashed and a lot of slate broken. The chimney to the dining room was shaken down, and fell crashing into the dining room, producing considerable damage . . .

"A collection had been taken up for Evans' Chapel[26] just before the earthquake. The stewards sought the sidewalk with dispatch. After they had returned one of them said, 'If we take up that collection again brethren, I think we can double it. . . .'

"The rolling, rocking motion was general throughout the city, no portion escaping except that section next to the railroads. The hill upon which the *Constitution* office is situated, Castleberry Hill, the Washington Street Hill, Jackson Street Hill, the Boulevard, and along Pryor, Wheat, Forsyth and Fair streets appear, from all reports, to have experienced the hardest and most violent shocks. These sections of the city rolled and tossed about, it seemed to those present, in great confusion. . . .

"The *Constitution* reporters circulated through the city up to midnight and found groups of people still standing on the sidewalks. Larger numbers were still dressed and awake and announced their determination of setting (sic) up all night. A vicious impression prevailed that the thing was coming back at midnight—probably started by the fellow who always says, when a rattlesnake is killed, that its mate is sure to be in the neighborhood. The great majority of the people, however, put their faith in Providence and in the 2700 feet of solid granite that underpins Atlanta, and went to bed to sleep the sleep of the just!"

That the earthquake was felt in De Kalb County is evidenced by dispatches from various sections of the county to the *De Kalb Chronicle*:[27]

"Panthersville—The earthquake was felt very sensibly in this section. A great many were badly frightened and left home and went to their neighbors to learn if it was felt anywhere except at their house. It was the heaviest shock we ever felt and hope we may never feel another such one."

"Panola—It has come and gone, may it stay gone. That earthquake shook up things generally. There were more scared citizens in old De Kalb, on last Tuesday night, than any night before or since."

"Doraville—We were shaken up considerably on the night of the 31st of August. There were more scared people around here at that time than ever before. A great many thought it was burglars and took their guns and began to look around. I don't think I ever did laugh so much at one little foolish thing as I did when I heard about Mr. James L. Baxter. When his house first began to shake, he got his gun and crawled under the house saying, 'I bet I will kill some man's dog.' I never did hear whether he killed him or not; very likely the latter."

The clear balmy day of May 1, 1886, four months before the earthquake, was to be long remembered. It was the occasion of the unveiling of the Ben Hill monument and the last visit to Atlanta of the aged Jefferson Davis, former president of the Confederacy.

Soon after the death of Senator Hill, in 1882, a movement was started to raise a fund with which to erect a monument to his memory. An association, of which Dr. R. D. Spalding was president, was formed to raise the fund and procure the monument. The money was quickly raised, and Alexander Doyle, an eminent New York sculptor, was commissioned to execute a statue in Italian marble. It was completed in 1885; a site was secured at the downtown intersection of Peachtree and West Peachtree streets, and May 1, 1886 set as the date of the unveiling.[28]

Jefferson Davis accepted the association's invitation to attend the unveiling and to participate in the exercises. Indeed the journey of Mr. Davis, accompanied by his daughter, Winnie, was a continuous ovation from his home in Mississippi to Atlanta. Crowds met his train at every station. Fifteen thousand visitors came to Atlanta on the day before the unveiling, and it was estimated that 35,000 came by the trains the next morning. People from the surrounding country came by private conveyance and on foot. Together with practically the entire population of Atlanta, there were probably no less than 100,000 people on the streets.[29]

The editor of the *De Kalb Chronicle* caught the spirit of the occasion, when he wrote on April 29th:

> "Everybody in De Kalb, who can will go to Atlanta next Saturday to see Jeff Davis one more time before the Grand Old Man passes from earth to heaven. We hope on that day to hear the real, old fashion rebel yell, having never heard it. We reckon it will offend no one, but if so, let it offend."

On the morning of Saturday, May 1st the crowds in the center of the city were so dense that it was practically impossible to pass through. Conerate veterans, then in the prime of life, were everywhere. On Wall Street "the young vets," 2000 strong, were being assembled in ranks under the command of Chief Marshal G. R. DeSaussure and his assistant marshals. At the same hour, the old veterans, 8000 in number, were being formed at the Court House under the command of William A. Wright and several assistants. At the head of this column were ten veterans of the Mexican War. The streets were profusely decorated with United States flags, and here and there a Confederate flag was unfurled.[30]

Every available foot in sight of the stand adjoining the veiled monument was occupied; people sat on the roofs of houses and were perched in trees. In front of the platform a space had been roped off. Before the exercises began, a crowd of children, dressed in white, entered this space with baskets of flowers and strewed them upon the ground so that when Mr. Davis arrived he should walk from his carriage on a carpet of flowers to the platform.[31]

The great column of veterans marched down Peachtree Street, and when the head of the column reached the platform, they opened ranks and left a lane between, for Mr. Davis' carriage. The young veterans took position behind the old veterans; then came the Gate City Guard, the Cadets of the Means High School, and the Governor's Horse Guard, in resplendent uniform. Soon thereafter came Mr. Davis' carriage, driven by Captain T. M. Brady, with Donald M. Bain, chairman of the Committee of Arrangements, sitting beside him. In the carriage were Mr. Davis, Hon. J. C. C. Black, orator of the day, Dr. R. D. Spalding, President of the Ben Hill Monument Association, and Henry W. Grady, master of ceremonies. The next carriage contained Governor McDaniel, General Clement A. Evans, Mayor W. S. Reese of Montgomery, and Mayor George Hillyer of Atlanta. The next carriage was occupied by Judge James Jackson, chief justice of the Supreme Court of Georgia; Major Livingston Mims, Captain John McIntosh Kell, of the *Alabama,* and General A. R. Lawton. The following carriage contained Hon. Patrick Walsh of Augusta, Colonel D. S. Printup of Rome, Hon. J. W. A. Sanford of Alabama, and Judge Sampson W. Harris, a judge of the Superior Court of the Coweta Circuit. Mr. Davis, feeble with age, was assisted from his carriage and escorted to his seat on the platform by Dr. Spalding and Mr. Bain.[32]

General Clement A. Evans, eloquent minister of the Methodist Church, in a soft and tender voice, opened the exercises with prayer. After the life-sized statue of Senator Hill was unveiled by Captain J. F. Burke, of the Gate City Guards, master of ceremonies Grady paid a touching tribute to the deceased statesman. He was followed by Dr. Spalding, who tendered the statue to the people of Georgia through Governor McDaniel, the latter responding with a few well-chosen remarks.[33]

The orator of the day was Hon. J. C. C. Black, of Augusta, a native son of Kentucky, and an adopted son of Georgia, a great lawyer, patriot and orator, who held the audience spell-bound in a speech of surprising eloquence. It was during Mr. Black's speech that the most dramatic incident of the day occurred. Those who happened to glance up Peachtree Street toward the business section, saw the figure of a solitary horseman riding toward the platform. As the figure drew closer many could distinguish General James Longstreet, in the full gray uniform of a Confederate lieutenant-general. Steadily he approached the platform. Reaching it he dismounted, gave the bridle to an attendant and deliberately walked up the steps. He was a stately and commanding figure as he walked straight toward the canopy where Jefferson Davis sat. There had been coolness between Davis and Longstreet during the Reconstruction period because the general had turned Republican, accepted the Reconstruction measures and accepted the office of United States Marshal from President Arthur.[34]

This feeling was generally known and as Longstreet walked toward Davis, the thousands of Confederate veterans looking on were all attention, eager to see what would happen when the two met. They did not have long to wait. When General Longstreet was within about ten feet of Davis, the old gentleman arose and hastened to meet his estranged associate. When the two came together they embraced with great emotion. The meaning of this reconciliation had a profound effect upon the thousands of Confederate veterans who saw it. With a great shout they showed their joy over the reconciliation of their two former leaders.[35]

At the conclusion of Mr. Black's speech, Mr. Grady arose, and in a short but touching speech introduced Mr. Davis. As the first and only president of the Confederacy got slowly to his feet, a roar of applause went up from the assembled multitude. During the applause he stood—tall, slender, frail, with hair and beard snow white, and having about him a singular appearance of gentility, refinement and an air of majesty. When the applause subsided, he made a short but appropriate speech, and the great day was over.[36]

Few of the spectators or participants at the unveiling of the Hill monument knew that the occasion was being utilized as a means of getting General John B. Gordon back into the Georgia political arena and on the high road to the governorship. Yet such was the case.

For several years the General had had a checkered career in business. In 1883 he had resigned the presidency of the Georgia Pacific Railroad and had sold his interest therein for a reputed profit of $200,000. This tidy sum he soon lost in a Florida development scheme. So when the election year of 1886 rolled around the Confederate hero was by no means as prosperous as he was prominent.[37]

The leading prospect for the governor's chair at this time was Augustus O. Bacon, of Macon, prominent in politics for nearly twenty years and the able speaker of the Georgia House of Representatives for several years. In 1883 he had been a candidate for governor, but in the Democratic convention he failed by one vote to receive the nomination. Stung by so close a defeat Bacon had spent three years mending his political fences, and by 1886 he controlled the party organization.[38]

But Henry Grady and a few of his political friends had other plans for the election of a governor, and these plans involved General John B. Gordon, a willing candidate. To offset Bacon's political advantage, Grady and his friends determined to capitalize upon the support of Confederate veterans.

In order to secure their support their emotions had to be aroused. Grady carefully set the stage to fan the flame of Confederate enthusiasm to white heat. He knew that Gordon had already accepted an invitation to deliver an address late in April at the laying of the cornerstone of a Confederate memorial in Montgomery, Alabama, where Jefferson Davis was also scheduled to speak. It was Grady who inspired the invitation to Davis to come to Atlanta. When the ceremonies at Montgomery were completed, Grady, with a party of Atlanta citizens, including P. J. ("Pea Jay") Moran, one of the *Constitution's* most colorful writers, arrived there in two private cars to escort both Davis and Gordon to Atlanta.[39]

It has been noted that this trp was one long "triumphal march." At several station stops, when Davis was too fatigued to speak, Gordon, at Davis' request, spoke for him. On at least one occasion Miss Winnie appeared, and Gordon introduced her to the crowd as the "Daughter of the Confederacy," and called for three cheers in her honor. The cheers were given with great enthusiasm, and from this incident arose the organization known as the United Daughters of the Confederacy.[40]

Grady refused to be the principal speaker at the Hill monument unveiling, arranging instead for this honor to go to Mr. Black, a leading Baconite. This strategy gave the occasion an appropriate non-political atmosphere and hence assured a larger attendance. For himself, Grady chose the post, far more important for his purposes, of master of ceremonies. It was Grady too, with a fine sense of the dramatic, who arranged for the meeting of Davis and Longstreet on the platform. After Davis had finished his brief remarks and the unveiling was ended, there were many cries for Gordon, but he could not be found. He had marched with his former soldiers in the procession and had melted away in the crowd.[41]

Gordon's moment came later in the day, for Grady, with consummate skill had arranged that the announcement of the General's candidacy would come first from the veterans themselves. In the lobby of the Kimball House that evening there was assembled a great crowd of Confederate veterans and leaders from all parts of Georgia. The temperature of the crowd was somewhat akin to steam in a boiler. About eight o'clock, when they had all had supper and were gathered in the rotunda of the hotel, boiling with enthusiasm, the crucial moment came. Melville Dwinell, owner and editor of the *Rome Courier,* a Confederate veteran, on whose paper Grady as a lad had his first experience in journalism, was on the second floor at the railing, looking down upon the mass of humanity in the rotunda. All at once, in a stentorian voice he yelled:

"Gordon! Gordon for Governor!"[42]

The effect was electrifying. The veterans sent up a rebel yell that almost unroofed the house. Their enthusiam was unbounded. Then and there Gordon was nominated. The next day Grady published a ringing editorial, advocating Gordon for Governor of Georgia. The news spread through the State on the wings of the wind and created patriotic fervor among Confederate veterans from Rabun Gap to Tybee Light. From that time forward, with Grady as campaign manager, Gordon for Governor became a crusade.[43]

The State Democratic Convention met in Atlanta on July 28, 1886, with Judge John T. Clarke, of Randolph County, as temporary chairman and B. H. Bigham, of Troup, as permanent chairman. On the first and only ballot Gordon received 250 votes to 70 for Bacon. On motion of Patrick Walsh, of Augusta, a Bacon supporter, the nomination of General Gordon was made unanimous and at the fall election he was elected without opposition and inaugurated on November 9, 1886.[44] The political sagacity of journalist Henry W. Grady was proven beyond a shadow of a doubt.

Atlanta's growing importance as a manufacturing center is illustrated by the fact that in 1886 the amount of capital invested in manufacturing enterprises totaled $6,500,000. A total of 303 enterprises employed 6,674 hands, with an annual payroll of $2,425,000. The value of manufactured products during the year came to $10,221,000.[45]

Some two or three weeks after the marble likeness of Benjamin Harvey Hill was exposed to admiring public view at the junction of the Peachtrees, a new product was introduced modestly to the local scene. It was destined to bring world-wide fame to Atlanta and eventually to produce annually several times the combined revenue of all the manufacturing activities of the Atlanta of 1886. That product was Coca-Cola.

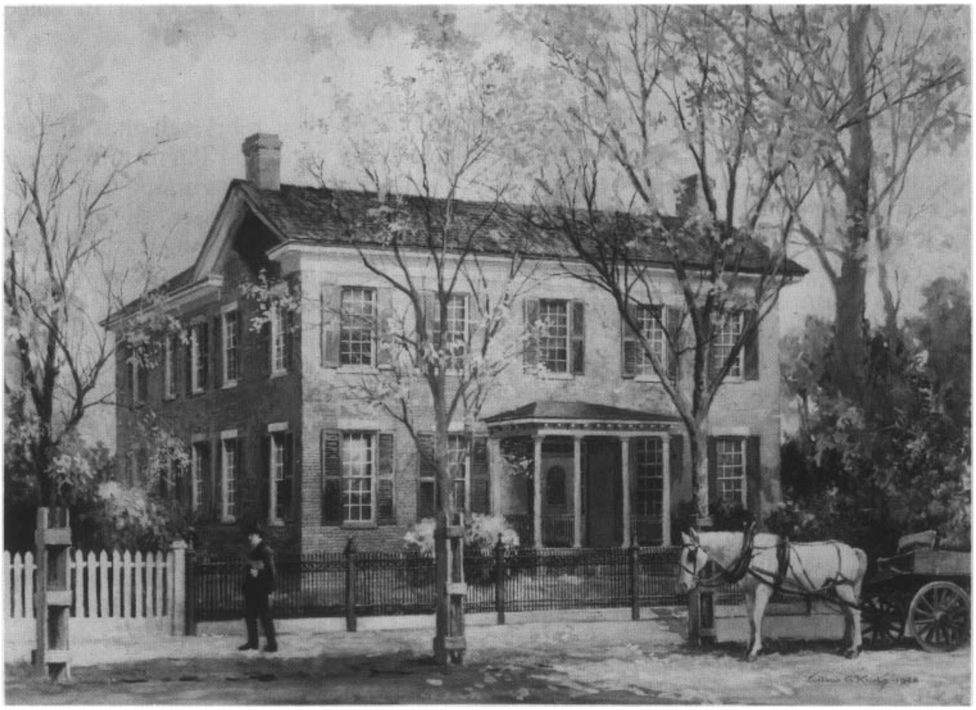
Its originator was John Styth Pemberton, Confederate veteran, wholesale druggist and pharmacist—a man with much capacity for experimentation—always striving for something new.

Pemberton was born in 1833 at Knoxville, Crawford County, Georgia, and early in life moved to Columbus, Georgia. In this city he grew up and attended the local schools, after which he obtained a degree in pharmacy at Macon. Returning to Columbus he went into business, becoming a pharmacist and then a wholesale druggist. In 1853 Pemberton was married to Miss Clifford Lewis of Columbus.[46]

During the latter part of the War Between the States, in June, 1864, he organized Pemberton's Cavalry in which were enrolled many pioneer residents of the Columbus community. He served with this organization in the rank of captain throughout the remaining months of the war, under the dramatic leadership of the famed General Joe Wheeler.[47]

In 1869 Pemberton moved to Atlanta with his family where he became senior member of the firm of Pemberton, Wilson, Taylor & Company, wholesale druggists and manufacturing chemists at 23 and 25 Peachtree Street.[48]

For the next 18 years Dr. Pemberton (as he became known among his associates) carried on his interest in this particular type of business, as a firm member in various partnerships and at intervals as an employee. During this period he demonstrated his flair for experimentation by developing various compounds which he advertised as the panaceas for a multitude of human frailities. From his list of compounds which became rather well known throughout the South were the following: Globe of Flower Cough Syrup, Triplex Liver Pills, Indian Queen Hair Dye, Gingerine, Extract of Styllinger, a blood medicine, and French Wine of Coca-Ideal Tonic. Some of these preparations originated in Columbus, but were not generally known in the drug trade until Dr. Pemberton promoted them in Atlanta.[49]



(From an original painting by Wilbur G. Kurtz and owned by the Coca-Cola Company)

The birthplace of Coca-Cola, 1886. Dr. John S. Pemberton occupied this ante-bellum Atlanta residence as home and laboratory, when he perfected the formula for Coca-Cola. Number 107 Marietta St., the home stood on the northeast side of that street between Spring and Bartow

In December, 1885, Pemberton, together with Ed Holland, son of the pioneer Atlanta banker, E. W. Holland, Daniel D. Doe, and Frank Mason Robinson, incorporated the Pemberton Chemical Company with headquarters in the ante-bellum two-story red brick Holland home at 107 Marietta Street. Capital stock of the new company, the object of which was the manufacture of patent medicines, was placed at $160,000. Robinson and Doe were newcomers to Atlanta. The former was born in 1846 at East Corinth, Maine, and after completing his education embarked in merchandising at Bangor, Maine, forming a partnership with D. D. Doe. Robinson later settled in Sibley, Iowa, but came to Atlanta in late 1885 where he lived for the remainder of his life.[50]

Not long after the organization of the Pemberton Chemical Company the firm, particularly Dr. Pemberton, became interested in evolving a blend which would include fluid extract of coca and fluid extract of kola in a simple syrup vehicle. The trade-mark for his older product, "French Wine Coca," had been registered on May 19, 1885. This product was not, however, a syrup. The formula, containing a small amount of sugar, and published in the United States Dispensatory, was followed in its preparation.[51]

Pemberton and his associates decided to make some changes in evolving the new product, for they had in mind the production of a wholly palatable syrup, helpful in the relief of headache, to be placed on sale primarily at drug stores. Throughout the early months of 1886 Pemberton continued his experiments, mixing and blending, blending and mixing. Finally, during the month of May he reached his goal. The new product, as yet unnamed, was ready for market. At this critical juncture Mr. Robinson, an expert penman, came to the fore. Obviously the result of such painstaking labor must have not only a name, but a distinctive name. Robinson sensed the appropriateness of choosing an alliterative compounding of the names of two constituents of the new product. He changed the spelling of Kola, following which a rather crude block letter label was composed. Soon afterward Mr. Robinson, with the flourish of an old-time penman, polished up his effort by designing, in flowing script, the famous trademark, which for nearly three-quarters of a century has distinguished the product of The Coca-Cola Company and its predecessors.[52]

Meanwhile, Coca-Cola, not yet a carbonated drink, was made available for sale at several local drug stores. Dr. Pemberton was well known and highly regarded in the drug trade both in Atlanta and elsewhere in the State. He and Woolfolk Walker, a salesman in his employ, placed the bottled syrup with druggists who sold it as a tonic, helpful in the relief of headache. Such sales, supported by $46 in advertising, accounted for the recorded 25 gallons sold in the last seven months of 1886.[53]

Then, early in 1887, occurred an incident that should be recorded as an epochal event in the history of Coca-Cola, because it was through following up this incident that Coca-Cola evolved from a tonic into a soda fountain beverage. A customer, a man whose name escaped recording, but suffering with a headache stepped into Jabob's Drug Store at the present Five Points location of the First National Bank and asked Willis E. Venable, operator of the soda fountain, for a bottle of Coca-Cola. As the bottle was handed to him he asked Venable to open it, pour out a dose, add water and let him take it there to hasten relief. The shelf from which this bottle was taken was nearer the soda fountain than to the hydrant located behind the prescription case, and also a glass for the dose was readily available at the fountain. Venable suggested soda water instead of tap water. When the customer drank the bubbling dose he enthusiastically proclaimed that it really tasted fine. The word got around among the few druggists who stocked Coca-Cola and it wasn't long before these druggists were administering this tonic in soda water to customers who casually called asking for something to relieve headache.[54]

Throughout the months of his experimentations and early marketing endeavors, Dr. Pemberton had no idea of evolving his tonic into a flavored syrup to be marketed through the medium of soda fountains as a beverage. His entire selling objective was to have this product stocked and sold by druggists as in the case of the several other proprietaries he and his assistants manufactured.[55]

The soda water experience, however, altered Pemberton's marketing concepts to some extent. On June 30, 1887, the *Evening Journal* carried an advertisement of very modest size for Coca-Cola. It read:

DRINK

THE BRAIN TONIC AND INTELLECTUAL
SODA FOUNTAIN BEVERAGE

COCA-COLA[56]

ACCLAIMED BY ALL WHO HAVE USED IT

AT ALL FOUNTS.

During its early months Coca-Cola was manufactured by the Pemberton Chemical Company at 107 Marietta Street, although Dr. Pemberton himself appeared as sole owner of the formula. There is no doubt but what Pemberton had faith in the eventual success of Coca-Cola. Yet his health was so frail and his capital so meager that he simply could not push the product. During the summer of 1887 he realized this and approached his friend, George S. Lowndes, then connected with B. M. Woolley & Company in Atlanta,[57] with a proposal to sell him a two-thirds interest in Coca-Cola for $1,200. Pemberton desired to retain a one-third interest for the benefit of his only son, Charles M. Pemberton.[58]

Lowndes demurred, due to pressure of other business interests, but agreed to consider the matter when Pemberton suggested that he find a partner to actually handle Coca-Cola. After leaving Pemberton, Lowndes thought of Willis E. Venable.[59] the leading soda fountain man in Atlanta, and, at the time, chief local purveyor of Cola-Cola. Venable was interested and agreed to associate himself with Lowndes as a purchaser. Consequently, on July 8, 1887, the sale was made. Lowndes and Venable owned a two-thirds interest in Coca-Cola, together with the right to manufacture and sell it. The material and equipment necessary to the manufacture of the drink was moved from 107 Marietta Street to the basement of Jacob's Drug Store, where Venable was to begin manufacturing operations.[60]

Here the matter rested for some weeks. Venable was too busy with the fountain upstairs to bother with Coca-Cola in the basement below. Lowndes became apprehensive about his investment. He bought out his partner. Being too busy to make and promote Coca-Cola he sought a purchaser. Woolfolk Walker, a former salesman for the Pemberton Chemical Company, came to mind. He had sold Coca-Cola and knew the product. He was amenable to a purchase from Lowndes, but had no money. However, his sister, Mrs. M. C. Dozier, had a little cash, and the upshot of the matter was that with Dr. Pemberton's permission, Lowndes transferred his two thirds interest in Coca-Cola to Walker and Mrs. Dozier on December 14, 1887, for $1,200. The meager manufacturing equipment was transported back to its original home at 107 Marietta Street.[61]

Up to this time the former Carroll County farm boy, Asa G. Candler, who had come to Atlanta in 1873 and made his mark as a wholesale druggist, had no financial interest in Coca-Cola. He was soon to become heavily and prosperously involved. Woolfolk Walker, soon after his purchase, set out to organize a corporation to take over Coca-Cola. The result of this effort was Walker, Candler & Company, composed of Woolford Walker, Asa G. Candler and Dr. Joseph Jacobs. Walker, together with Mrs. Dozier still owned a two-thirds interest in Coca-Cola, so the corporation set out to buy Dr. Pemberton's remaining third. By contract dated April 14, 1888, this was done, the consideration being $550.[62]

Asa G. Candler's interest in Coca-Cola at this period is indicated by the following extract from a letter he wrote to his brother Warren in Nashville, Tennessee, on April 10, 1888:

> ". . . You know how I suffer with headaches. Well some days ago a friend suggested that I try Coca-Cola. I did & was relieved. Some days later I again tried it & was again relieved. I determined to find out about it—investigation showed that it was owned by parties unable to put it fairly before the people. I determined to put money into it & a little influence. I put $500 of the first & am putting a goodly portion of what I have of the last. Do you know a dispenser of soda water in Nashville who will take hold of it for me? I enclose a card. Now to any retailer or soda fountain man who will allow me to issue one hundred and twenty eight of these free cards which will require 1 gallon (128 ounces) of Coca-Cola syrup, I will send gratis 2 gallons of Coca-Cola syrup. Then if he will send me the names of 128 ladies or gentlemen I will mail them each a free ticket to his fountain & he will have as compensation 128 more ounces to sell to those who will certainly want more. Now I don't want to make a merchant or peddler out of you but if you could either send me the name of a party who wants to engage to introduce it into Nashville (the best soda fountain town South I am told) I will make it interesting to him. I enclose circulars. It is a fine thing—certain. . . ."[63]

Coca-Cola was beginning to benefit from the solid merchandising ability of Asa G. Candler.

On April 17, 1888, a few days after the Pembertons sold out, Candler, for $750, individually, bought half of the interest then owned by Mrs. Dozier and Woolfolk Walker. By this purchase Candler acquired personally a one-third interest in Coca-Cola in addition to the one-ninth interest he had acquired by purchase made when Walker, Candler & Company bought out Dr. Pemberton. Whereupon the ubiquitous manufacturing equipment was moved again. Candler sent his clerk and nephew, Samuel C. Dobbs, with a one-horse wagon to 107 Marietta Street to effect the transfer to his own establishment at 47 Peachtree Street.[64]

By the late summer of 1888 Dr. Pemberton's frail health gave completely away, and he died at his home in Edgewood on August 16th, survived by his wife and son. He was buried in Linwood Cemetery, Columbus, Georgia, on August 18th. During the hour of the funeral all drug stores in Atlanta were closed as a tribute of respect. This middle-aged pharmacist of the benign countenance, patriarchal beard and friendly eyes never lived to comprehend what he had wrought. But he gave Coca-Cola the spark of life and left it to be nourished into flame by Asa G. Candler.[65]

A couple of weeks after the death of Dr. Pemberton, Candler again increased his interest in Coca-Cola. On August 30, 1888, he purchased for $1,000 the remaining one-third interest of Mrs. Dozier and Woolfolk Walker. Candler now had all the interest in Coca-Cola except that which was owned by the Company in which he was a partner, that is, Walker, Candler & Company. So on April 22, 1891, he took over all the interests which that company had acquired when it bought out Dr. Pemberton's third interest. Thus, over a three-year period, and for a total cash outlay of $2,300, plus some exchange of products with Dr. Jacobs, Asa G. Candler found himself the sole owner of Coca-Cola, a situation soon destined to redound to the benefit of both.[66]

After Candler had secured a substantial interest in Coca-Cola in 1888, and manufacturing operations had been moved to his own establishment, he employed Pemberton's former associate, Frank M. Robinson. Candler's pharmaceutical knowledge convinced him that the product merited a touch here and there to insure its uniformity and stability. So he and Robinson went to work. The result, based upon Pemberton's original creation, was the splendid formula by which Coca-Cola has been made throughout the many years of its extraordinary progress and the universal approval of people everywhere.[67]

Fortunately for Coca-Cola, Mr. Candler believed in advertising and promotion. He made wide use of complimentary tickets, good for a free drink; the use of point-of-sale advertising was stepped up, and newspaper space of sufficient size to obviate the use of spectacles was utilized. Here is a sample from the *Atlanta Journal* of May 1, 1889:

> ASA G. CANDLER & CO.
>
> SOLE PROPRIETORS OF
>
> COCA-COLA
>
> DELICIOUS, REFRESHING, EXHILARATING, INVIGORATING
>
> The new and popular soda fountain drink containing the tonic properties of the wonderful coca plant and the famous cola nuts, on draught at the popular soda fountains at 5 cents per glass.

This advertisement exhibits the first usage of two words indelibly associated with Coca-Cola to this day, "Delicious—Refreshing." Also, less accent was being put upon the tonic qualities of the product, and much more emphasis was directed to its merit as a refreshing beverage. As a matter of fact, since the turn of the twentieth century, no claims have been made for Coca-Cola except in the matter of thirst.

The progress of Atlanta's most famous product was rapid under the guiding hand of Asa G. Candler. He put feet under it. By 1890 annual gallonage sales reached nearly 9,000; in 1891 the drug business was disposed of; full time and effort were thenceforth put behind Coca-Cola. New quarters at 42½ Decatur Street, in a building still standing, were occupied.

On January 29, 1892, Judge Marshall J. Clarke of Fulton Superior Court granted a charter to The Coca-Cola Company, a Georgia corporation. Capital stock was set at $100,000, divided into shares of the par value of $100 each. Slightly fewer than 500 shares in the Georgia corporation were ever issued. Of these Mr. Candler himself retained a predominant number, though relatively small holdings went to associates Robinson, Dobbs, S. L. Willard and brother John, legal counsel for the firm. A few shares were distributed to certain retailers as an inducement to push and sell Coca-Cola.[68]

On January 31, 1893, the distinctive trade-mark, in flowing script, was registered in the United States Patent Office.[69] Later in the year the first dividend was declared—$20 per share. Dallas, Texas, became the site, in 1894, of the first branch manufacturing plant. By the end of the following year President Candler could proudly tell his twelve stockholders that "Coca-Cola is now being sold in every State of the Union."[70]

Meanwhile, in 1893, larger quarters were occupied, this time in an elaborate old residence on the present site of the Wesley Memorial Church at the southeast corner of Auburn Avenue and Ivy Street. It was soon outgrown. Early in 1898 Candler decided to solve the oft-recurring headquarters problem by erecting a new building designed specifically to house the rapidly expanding Coca-Cola business. Designed by the firm of Bruce & Morgan, architects, and built by George E. Murphy, the triangular-shaped building, still standing at Edgewood Avenue and Coca-Cola Place, was occupied on December 13, 1898. So proud was Mr. Candler of the new building, that making reference to it in his annual report in January, 1899, he said: "It is sufficient for all our needs for all time to come." He was a better business man than prophet.[71]

A highly significant mile post in the progress of Coca-Cola was passed in 1899 when, during the summer of that year, Mr. Candler received two callers in his office. They were Benjamin Franklin Thomas and Joseph Brown Whitehead, both young attorneys residing in Chattanooga, Tennessee. They came not to sell an idea but to seek an opportunity to go to work, not, however, on Mr. Candler's payroll.[72]

Thomas had served in the commissary department of the army in Cuba during the recent Spanish-American War. While there he observed the rather brisk sale of a bottled carbonated drink, somewhat similar in appearance to Coca-Cola. An idea took root in his mind, which, upon his return to Chattanooga after the brief war, began to sprout. Why not bottle Coca-Cola and make it available everywhere, he thought. He would loosen the chains that bound his favorite soft drink to the immovable fountain. He shared his enthusiasm with friend Whitehead, who took readily to the idea. Hence their visit to Mr. Candler's Atlanta office.[73]

The latter's reaction was not noticeably enthusiastic. He was doing all right with his fountain business (nearly 300,000 gallons per year by now) and had no desire to enter the bottling trade. Furthermore, the idea was not new to him, for in 1894 he had given young Joseph Biedenham, a retail confectioner, of Vicksburg, Mississippi, verbal permission to bottle and sell Coca-Cola in and around that city.[74]

However, after repeated assurances from Thomas and Whitehead that they would assume full responsibility in connection with a bottling operation, Mr. Candler assented. By contract dated July 21, 1899, The Coca-Cola Company granted to the two Chattanoogans the right to bottle and distribute its product in that form throughout practically the entire United States.[75] The grantees returned hopefully to Chattanooga and in December, 1899, Thomas began business by opening a modest bottling plant in that city.[76]

By April, 1900, it had become evident to the partners that it would be a physical and financial impossibility for them personally to blanket the country with bottling plants. So by mutual consent they split their vast territory. Thomas remained in Chattanooga where he assumed responsibility for what was generally known as the "northern territory." Whitehead, who had meanwhile enlisted the financial aid of John T. Lupton, of Chattanooga, chose the so-called "southern territory." He moved to Atlanta where he set up a small bottling plant on the east side of Ivy Street between Decatur and Gilmer streets, ancestor of the present beautiful plant of the Atlanta Coca-Cola Bottling Company on Spring Street. Mr. Lupton remained in Chattanooga as the equal partner of Whitehead.[77]

During the next two decades the "parent bottlers," as the Thomas and Whitehead companies came to be known, granted bottling rights to enterprising citizens in all parts of the United States. Today some 1,100 Coca-Cola bottling plants are an indigenous part of the American scene. In many hundreds of communities, large and small, they are as much a fixture as the fire department and post office. And by and large, they are owned and run by citizens of those same communities in which they operate.

The contract of 1899, it should be said, did not imbue Thomas and Whitehead or, for that matter, any local bottler, with the right to manufacture Coca-Cola syrup. That function remained and is today the carefully guarded and executed function of The Coca-Cola Company. But the contract did constitute the foundation upon which the bottling business was built, thereby enabling Coca-Cola to follow thirsty people wherever they might go.[78]

Between 1900 and 1919, the business of Coca-Cola grew by leaps and bounds. Frank M. Robinson served as secretary of The Coca-Cola Company from its organization in 1892 until his retirement in 1914. Charles Howard Candler, eldest son of the founder, and Samuel Candler Dobbs, nephew of the founder, became factors in the business, the former primarily in manufacturing and the latter in sales and advertising. Joseph Brown Whitehead died in 1906 at the early age of 42 and Charles Veazey Rainwater, an Atlanta boy, assumed management of his parent bottler interests. Benjamin Franklin Thomas died in 1914, and was succeeded by his nephew, the late George T. Hunter, of Chattanooga. De Sales Harrison, formerly of Atlanta, now heads the Thomas Company.[79]

Gallonage sales reached one million annually in 1904. During the same year an integrated advertising campaign in general magazines was begun. Nineteen-eleven saw the first million-dollar advertising budget on behalf of Coca-Cola. In 1915 the present distinctive bottle, resembling the hobble-skirts of the period, was designed and patented, a container described recently by Raymond Loewy, as "the most perfectly designed package in use today."[80]

Asa G. Candler resigned the presidency of the Company in 1916 to conduct a successful campaign for mayor of Atlanta, and was succeeded by Charles Howard Candler. The United States entered World War I in April of the following year, whereupon the sale of Coca-Cola was reduced markedly in compliance with sugar rationing. After the war, in 1919, sales again soared—to nearly 19,000,000 gallons. Then, in September of that year the Candlers sold their carefully developed enterprise.[81] An account of the sale, and the expansion of Atlanta-born Coca-Cola by its new owners into a worldwide enterprise will be given in a subsequent chapter.

At a meeting of city council on September 20, 1886, the ancient old street name of Collins, from Decatur Street north, fell by the wayside. The petition to change the name to Courtland Avenue, signed by many residents of North Collins Street, was presented by Councilman Angier. Before a vote was taken the rules were suspended to allow Colonel Reuben Arnold, who resided at number 332, between Currier and Pine streets to plead in favor of the petition.

He advanced, made one of his mathematically precise bows, grabbed the petition, and throwing it open began orating. He began by declaring that he did not want to interfere with anybody's rights but he and the parties he represented wanted protection against the greatest evil ever put upon any people. He then showed the great troubles and trials to persons residing on North Collins Street just because the name was associated with a disreputable class of people. (The south end of the street had become a red-light district.)

"Why," said the Colonel, "wherever the name of Collins Street is known this unsavory association is advertised. Even in New York it is known and even there when the name is mentioned the bad odor arises. It causes all of us a loss in property. To that alone is due the fact that our property is not as valuable as it should be. Persons who contemplate buying on that street have refused to do so when they learn of the residents of the south end. Mr. Traynham has a house on that street that has been vacant a year, and the reputation of the south end is the entire trouble. Our ladies want the north end changed. We ask it in the name of morality and virtue. We don't want to detract from old man (James A.) Collins' name, but if he could rise from his grave now he would ask for the change himself. We are going to call our end of the street Courtland whether you grant this petition or not. The ladies want the change and they want it right now."

Colonel Arnold's plea, and threat, were irresistible. By a vote of eleven to one, Alderman John T. Cooper, dissenting, the petition was granted.[82]

A number of old citizens departed the land of the living during 1886. Among them were John Neal, age 90, a native of Warren County, Georgia, an original resident of Pike County, citizen of Atlanta since 1858 and builder of the famous old "Neal House" at Washington and Mitchell streets; Charles F. Weatherbee, publisher of the Atlanta city directories of 1883, 1884, 1885 and 1886; John Rhea, native of Sullivan County, East Tennessee, physician, merchant and justice of the peace, a resident since 1852; Elam Johnson, well-known merchant, originally of Cumberland County, North Carolina; Dr. John M. Johnson, born near Paducah, Kentucky, member of the legislature and candidate for governor of his native state, who came to Atlanta in 1862 as a surgeon in the Confederate Army and remained for life; Judge Daniel Pittman, former ordinary of Fulton County, native of Gwinnett County, lawyer, Confederate veteran and a son-in-law of the late John Neal. He dropped dead on Whitehall Street near Hunter, while talking to John B. Goodwin and Captain Albert Cox; Colonel Luther J. Glenn, native of Washington County, reared in Henry County, ante- and post-bellum Atlanta lawyer and mayor of the city in 1858 and 1859; Judge Junius Hillyer, born in Wilkes County, graduate of the State University in 1828, lawyer, judge of the western judicial circuit of Georgia and member of Congress. He was the father of eight children, including George and Henry Hillyer, of Atlanta; John K. McCarter, a pioneer citizen of the Lithonia District of De Kalb; Colonel E. B. Walker, of Kirkwood, native of New York State and master of transportation of the W. & A. R. R., for some years beginning in 1852; Major S. B. Wight, originally of Bristol, Rhode Island, cotton planter, Confederate soldier, and, since the end of the war a successful Atlanta cotton broker; Rev. F. P. Perdue, a resident since 1853, master machinist W. & A. R. R., insurance agent, minister of the Christian Church and father of the late John A. Perdue, of the well-known insurance firm of Perdue & Egleston, now DuBose-Egleston; John Boutell, antebellum architect and builder, native of New Salem, Massachusetts, whose mother, Hannah Winship was a sister of Joseph and Isaac Winship, of Atlanta; the Rev. John McElroy, a citizen of De Kalb County for 56 years, member of the pioneer McElroy family of the Doraville neighborhood, and a minister of the Associate Reform Presbyterian Church for over 30 years; Elijah Steward, son of Absolom Steward, and a resident of the Diamond's District of De Kalb since the county was created.[83]

NOTES—CHAPTER 64

[1] Not to be confused with William Powers (1810-1887), the reputable Peachtree Street merchant.

[2] *Atlanta Constitution,* June 20, 1886.

[3] *Ibid.*

[4] Reed, *Atlanta,* 266-267; "Garrett's Necrology;" *City Directory,* 1886.

[5] Cooper, *Fulton County,* 709.

[6] *Ga. Laws,* 1886, p. 258.

[7] March 31, 1887.

[8] *De Kalb Chronicle,* Sept. 16, 1886.

[9] Carolyn Cobb, "Sue Harper Mims, C.S.B.," *A.H.B.,* XVII (Apr. 1939), 77-89.

[10] *Ibid.*

[11] Martin, *Atlanta,* II, 584.

[12] *Ibid.,* 585-586.

[13] "Atlanta's Christian Science Church Is One of South's Finest Buildings," *Atlanta Journal Magazine,* Apr. 5, 1914.

[14] Cobb, "Sue Harper Mims, C.S.B.," *loc. cit.,* 88.

[15] *Atlanta Constitution,* May 10, July 12, Aug. 28, Nov. 26, 1885.

[16] *Ga. Laws,* 1886, p. 37.

[17] General Winfield Scott Hancock died Feb. 9, 1886.

[18] *Atlanta Constitution,* Oct. 10, 1886.

[19] Miller, ed., *Atlanta,* 294.

[20] *Ibid.,* 245.

[21] *Ibid.,* 246.

[22] *Ibid.,* 245-246; personal knowledge of the present writer.

[23] Keller, *Dictionary of Dates,* II, 200.

[24] Southeast corner Peachtree and Pine Streets. Built 1874, torn down, 1951.

[25] 399 Peachtree Street—east side between Linden (then Cox St.) and North Avenue.

[26] Southeast corner Stonewall and Chapel Streets.

[27] Published in the issue of Sept. 9, 1886.

[28] Walter McElreath, "Jefferson Davis at the Unveiling of the Statue of Benjamin H. Hill," *A.H.B.,* V (Apr. 1931) 9-22.

[29] *Ibid.*

[30] *Ibid.*

[31] *Ibid.*

[32] *Ibid.*

[33] *Ibid.;* Cooper, *History of Georgia,* III, 306.

[34] McElreath, "Jefferson Davis at Unveiling," *loc. cit.;* Cooper, *History of Georgia,* III, 307.

[35] Cooper, *History of Georgia,* III, 308.

[36] McElreath, "Jefferson Davis at Unveiling," *loc. cit.* After standing for several years at its original location and being marred by vandals, the Ben Hill monument was moved to the north rotunda of the State Capitol, where it now stands.

[37] Nixon, *Henry W. Grady,* 226.

[38] Tankersley, "John B. Gordon," *loc. cit.,* 472-473.

[39] *Ibid.,* 475.

[40] Cooper, *History of Georgia,* III, 309.
[41] Nixon, *Henry W. Grady,* 227-229.
[42] Cooper, *History of Georgia,* III, 308.
[43] *Ibid.*
[44] *Ibid.,* 309.
[45] Hornady, *Atlanta,* 428.
[46] Records of The Coca-Cola Company.
[47] *Ibid.*
[48] *Ibid; City Directory,* 1870.
[49] Records of The Coca-Cola Company; city directories, 1870-1888.
[50] *Dixie Magazine,* January, 1886, p. 40; "Garrett's Necrology."
[51] Records of The Coca-Cola Company.
[52] *Ibid.*
[53] *Ibid.*
[54] *Ibid.*
[55] *Ibid.*
[56] The trademark Coca-Cola appeared in its familiar script in the original ad.
[57] *City Directory,* 1887.
[58] Records of The Coca-Cola Company.
[59] Father of the late Ed Venable, well known Forsyth Street restaurant operator.
[60] Records of The Coca-Cola Company.
[61] *Ibid.*
[62] *Ibid.*
[63] The original letter, brought to light in 1952, is in the Bishop Warren A. Candler collection at Emory University.
[64] Records of The Coca-Cola Company.
[65] *Atlanta Constitution,* Aug. 17-18, 1888.
[66] Records of The Coca-Cola Company.
[67] *Ibid.*
[68] *Ibid.*
[69] The registration has been renewed at appropriate intervals.
[70] Records of The Coca-Cola Company.
[71] *Ibid.* Still larger quarters, at 50 Magnolia St. were occupied in 1910.
[72] Records of The Coca-Cola Company.
[73] *Ibid.*
[74] *Ibid.;* Mr. Biedenharn died in 1952, age 85, in Monroe, La. His surviving brothers and sons now own and operate several Coca-Cola bottling plants in the south and southwest.
[75] The State of Mississippi was excepted because of the local Biedenharn operation. Texas and the six New England states were also excepted because of certain previous agreements, though no bottling was being done except by Biedenharn in Vicksburg.
[76] Records of The Coca-Cola Bottling Co. (Thomas), Inc., Chattanooga, Tenn.
[77] *Ibid.;* Records of The Coca-Cola Company.
[78] Records of The Coca-Cola Company.
[79] *Ibid.*
[80] *Ibid.*
[81] *Ibid.*
[82] *Atlanta Constitution,* Sept. 21, 1886.
[83] "Garrett's Necrology."

CHAPTER 65

1887

THE sole issue in the municipal election of December 1, 1886, was prohibition. While it is true that Fulton County voted dry by a small majority in 1885, and the saloons were closed on July 1, 1886, the wets were by no means resigned to the permanence of the drought. As the result of a compromise movement in the latter part of 1886, a fusion ticket was developed for the election of December 1st. It was headed by John Tyler Cooper, as the sole candidate for mayor. The principle of the fusion ticket was to preserve such equilibrium between the anti-prohibitionists and the prohibitionists in the council, as would prevent further agitation, and insure conservative laws. Consequently candidates for councilmanic posts were evenly divided between the two factions.[1]

Shortly before election day the anti-prohibitionists undertook to upset the apple cart by nominating two wet candidates in opposition to two drys. In the second ward, Walter P. Elliott, of the Gate City Gas Light Company, a wet, was induced to run against wholesale grocer Hollis A. Boynton, a dry, for council. In the fourth ward, John M. McGuirk, engineer for the Atlanta Cotton Compress & Warehouse Company, anti-prohibitionist, entered the list against Levi B. Nelson, president of the Gate City Street Railroad Company. The resulting contest, acrimonious and close, between the "fusion ticket" and the "people's ticket," resulted in the election of the former. Boynton and Nelson were seated by small majorities.[2] The wets were to have their day late in 1887.

Other new members of council, elected at the same time as Boynton and Nelson were: Aldermen-at-large, John H. Mecaslin, secretary and treasurer, Atlanta Gas Light Company; William A. Hemphill, business manager and treasurer, Constitution Publishing Company, and Rufus T. Dorsey, junior member of the law firm of Bigby & Dorsey. The latter was elected to fill the unexpired term of John T. Cooper, the new mayor. New councilmen were: First ward, George H. Tanner, attorney; third ward, Elisha T. Allen, retail grocer; fifth ward, Huss M. Beutell, stair builder; sixth ward, Frank P. Rice, of the firm of Rice & Wilson, real estate agents.[3]

Mayor Cooper was born on March 26, 1844, at Marietta, Georgia, son of Colonel James Fairlie Cooper, West Point graduate, superintendent of the W. & A. R. R., under the administration of Governor Herschel V. Johnson, and City Engineer of Atlanta for some years prior to his death in 1869. John Tyler Cooper, named for the president, was a cadet at the Georgia Military Institute in Marietta when the war broke out. He volunteered at 18, enlisting in Company E, 9th Georgia Battalion of Artillery. When the war ended he came to Atlanta. For some years he practiced law and served as a clerk in the office of Fulton County Ordinary Daniel Pittman. When the Fulton County Commission was organized in 1881, he became its first secretary. Since 1884 he had served in city council, both as councilman and alderman.[4]

Ministerial officers of Atlanta, elected on July 4, 1887, were: Clerk, J. H. Goldsmith; attorney, John B. Goodwin; marshal, James W. Loyd; auditor and recorder, James A. Anderson; tax collector and assessor, Robert J. Griffin; treasurer, Robert M. Farrar; engineer, Robert M. Clayton; sexton, W. A. Bonnell; messenger, Jake Morris; assessor, D. A. Cook; chief, fire department,

W. R. Joyner; boiler inspector, Fred Krog; building inspectors, A. C. Bruce, D. J. Irby and G. E. Leo; assistant attorney, John T. Pendleton.[5]

It was the city government of 1887 that adopted the present official seal of Atlanta. Just 23 years after the city was conquered and burned by General Sherman, the seal tells, with a single emblem, the story of a resurrected city, rebuilt by dauntless citizens who refused to accept defeat and determined to make their city greater and more beautiful than before. As the phoenix, fabled bird of myth and story, rose from its ashes to begin a new life, the people of Atlanta returned to the ashes of their city without bitterness or self-pity, and began the gigantic task which lay before them. The phoenix is pictured on the seal rising from the flames of its destruction. The dates (1847-1865) represent the incorporation and rebuilding; the Latin "resurgens" means "rising again." The official flag of the City of Atlanta is its seal in gold upon a blue background.[6]

No changes were made among the ministerial officers of Fulton County in January, 1887, although one change, effective January 2, 1886, and not previously noted herein, involved the office of tax collector. James M. Wilson succeeded William A. Powell, and remained in office until January 4, 1889.[7] George W. Adair and Marion C. Kiser took their places on the Fulton County Commission in 1887, succeeding L. P. Grant and W. A. Moore, whose terms had expired.[8]

A number of changes were made in De Kalb's official family as of January 8, 1887. Henry C. Austin succeeded James Hunter as sheriff; J. F. Henderson succeeded Thomas R. Floyd as tax collector; W. J. Williams succeeded Henry H. Burgess as receiver of tax returns; J.G. Rankin succeeded J. R. McAlister as treasurer; and W. R. Hurst succeeded Morgan Veal as coroner.[9]

De Kalb County gave birth to at least one new industry and a new newspaper during 1887. Anent the industry, the *Chronicle* noted, on March 3rd:

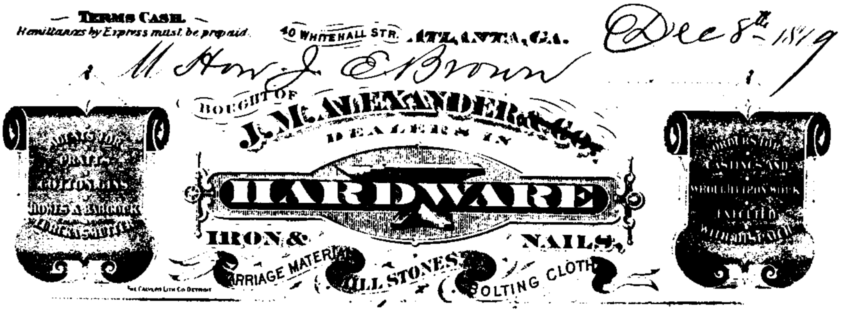
"De Kalb County again comes to the front with a new manufacturing enterprise. We were shown last Saturday a few specimens of white and red oak well buckets, manufactured at Houstonville, near our town.[10] . . . We are informed by Major [Washington J.] Houston, the proprietor, that he has capacity for manufacturing 100 buckets per day and plenty of timber to last for years to come. . . ."

The new journalistic venture inspired the following comment by the *De Kalb Chronicle* on December 8th:

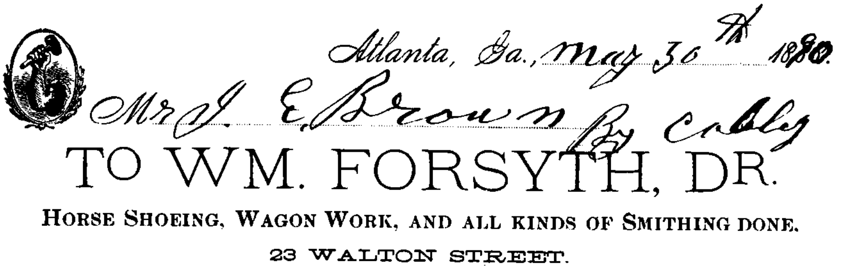
"The *Lithonia New Era* made its first appearance last Friday. It is a seven column folio, published by Steadman and Guinn, at Lithonia, 'The Birmingham of De Kalb.' The *New Era* is neatly printed and ably edited, and bids fair to become a permanency. We welcome brothers Steadman and Guinn to De Kalb County. With two fine newspapers, old De Kalb will soon be the foremost county in the State. She is a hummer anyhow."

While the editor of the *Chronicle* was quick to praise most anything in connection with De Kalb County, he consistently took a dim view of its roads. On March 10, 1887, he delivered himself most emphatically on this subject.

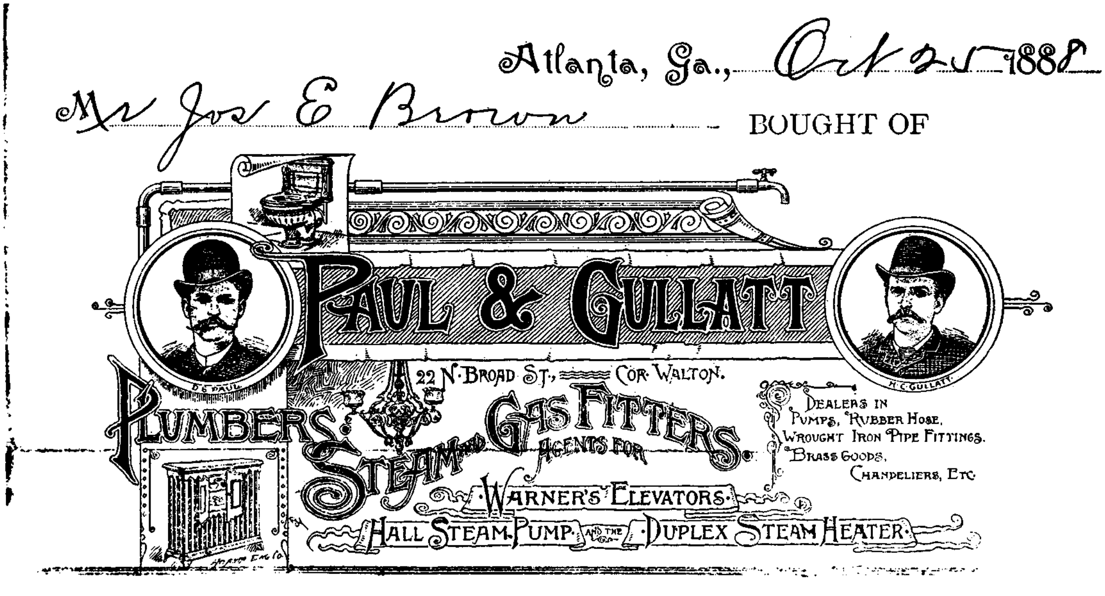
"It is very evident that De Kalb County needs a better road law than her present one, and our Representatives will not have done their duty until they have made an honest effort to secure for us, a road law. We sincerely



— TERMS CASH. —
Remittances by Express must be prepaid.
40 WHITEHALL STR. ATLANTA, GA. Dec 8th 1879
M Hon J E Brown
BOUGHT OF
J. M. ALEXANDER & CO.
DEALERS IN
HARDWARE
IRON & NAILS,
CARRIAGE MATERIAL, MILL STONES, BOLTING CLOTH
AGENTS FOR PRATT'S COTTON GINS HOWES & BABCOCK WHEAT SMUTTERS
ORDERS FOR CASTINGS AND WROUGHT IRON WORK EXECUTED WITH DISPATCH
THE CALVERT LITH CO DETROIT



Atlanta, Ga., May 30th 1880
Mr J. E. Brown By Cobley
TO WM. FORSYTH, DR.
HORSE SHOEING, WAGON WORK, AND ALL KINDS OF SMITHING DONE.
23 WALTON STREET.



Atlanta, Ga., Oct 25 1888
Mr Jos E Brown BOUGHT OF
PAUL & GULLATT
D. C. PAUL
H. C. GULLATT
22 N. BROAD ST., COR. WALTON.
PLUMBERS, STEAM AND GAS FITTERS
AGENTS FOR
WARNER'S ELEVATORS
HALL STEAM PUMP AND THE DUPLEX STEAM HEATER
DEALERS IN
PUMPS, RUBBER HOSE,
WROUGHT IRON PIPE FITTINGS,
BRASS GOODS,
CHANDELIERS, ETC.

Bill-heads showing merchants of the 80's hope our coming grand jury will consider the inefficiency of our present road laws and recommend a remedy. It is too big a task to undertake the macadamizing of our roads, recommend a road tax either to be paid in cash or work, and let the working of all public roads to the lowest bidder, and pay the contractor directly out of the treasury to keep the roads in good condition. Put the contractor under a heavy bond, and force him to give us better roads. Or, if this will not do, recommend a law allowing each district to pass its own road laws. Anything rather than the present mode of going over our roads at break neck speed, digging up a little dirt here and there, often leaving the road impassable.

"We witnessed a squad of hands working the roads, and actually it was as much as we could do to keep up with them, and we were riding a horse. They were working toward town, and desired to spend the day in town. It took them just one half hour to work two miles of bad roads. This is about the average road working, and it will always be thus, so long as our present road laws are in force."

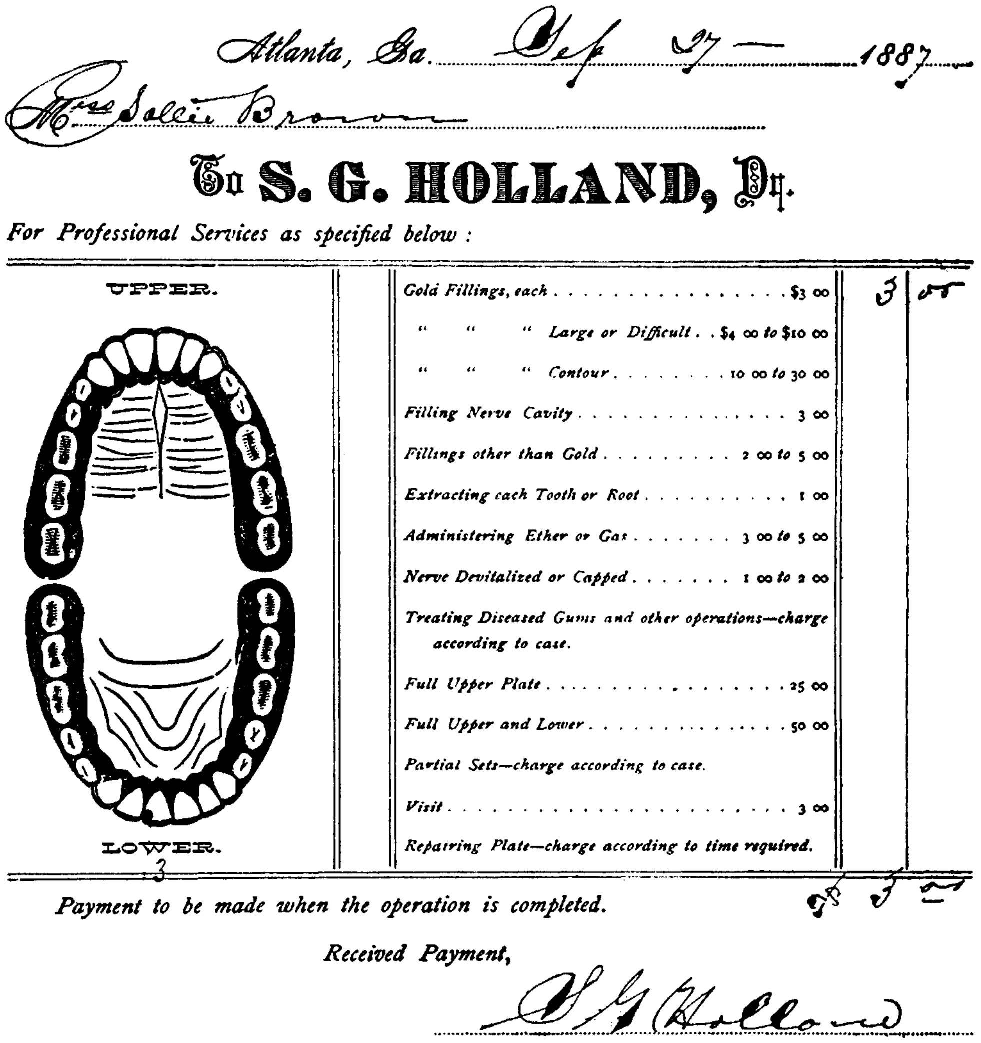
In the town of Decatur, during early 1887, matters pursued an even tenor. At a meeting of the town council, composed of J. W. Kirkpatrick, mayor, George A. Ramspeck, F. M. Bridwell, John S. Candler, E. L. Grant, D. A. Laird and E. L. Hanes, councilmen, T. H. Chivers (son of the late poet) was elected, in addition to his duties as marshal, sexton of the cemetery. The street committee was instructed to proceed at once, and put all the streets in good condition and the street lamps in prime order. Ten dollars was voted the cemetery committee for the purpose of putting the cemetery in good condition. E. L. Hanes, Jr. (Editor of the *De Kalb Chronicle*) introduced an ordinance, making it the duty of the marshal to visit the premises of every citizen once a month, and require each to keep his premises thoroughly cleansed. Passed. A committee was appointed to investigate the propriety of purchasing a fire engine.[11]

Later in the year Decatur was to witness some excitement, for on August 27th occurred the nearest thing to a race riot ever experienced there.

The Negro Sunday schools of De Kalb County celebrated their anniversary, and, unfortunately a number of riotous friends, with whiskey and pistols were on hand. Early in the day it was noticed that certain darkies were getting boisterous, and that whiskey was flowing. Bailiff Rodgers and some other persons had gone near the children's tabernacle in Decatur, where the meeting was in progress, to hear the Negroes sing. Rodgers was approached by some of the Negroes who informed him that there was a drunken Negro in the tabernacle, brandishing a pistol over his head, and that they wanted him arrested. The attempted arrest led to a pistol duel between three Negroes and four white men, Marshal J. F. "Tobe" Hurst, Ex-Marshal Tom Shivers, Sheriff H. C. Austin and Mr. W. F. Pattillo. When the gun-fire had ceased, Marshal Hurst lay dead and Ex-Marshal Chivers was seriously wounded. Several Negroes were arrested, and when a rumor started that a mob was being organized at Stone Mountain for purposes of a lynching party, the suspects were moved to the Fulton County jail for safekeeping. At a called meeting of the Decatur town council, W. W. Jossey was appointed temporary marshal, and it was decided to put on two extra men, each to have a particular beat.[12]

Some two months before the riot, the *De Kalb Chronicle* announced a happier event:

"Mr. and Mrs. C. M. Candler, Rejoiceth. It is a bouncing baby boy, and will do honor to the name of George Scott Candler."[18] The "bouncing baby boy" has made good on the editor's prediction. He is a successful lawyer, and as Commissioner of Roads and Revenues can just about be characterized as "Mr. De Kalb County."



Atlanta, Ga. Sep 27 — 1887

Mrs Sallie Brown

To S. G. HOLLAND, Dr.

For Professional Services as specified below :

UPPER.

LOWER.

3

Gold Fillings, each	$3 00	3 00
" " " *Large or Difficult*	$4 00 to $10 00	
" " " *Contour*	10 00 to 30 00	
Filling Nerve Cavity	3 00	
Fillings other than Gold	2 00 to 5 00	
Extracting each Tooth or Root	1 00	
Administering Ether or Gas	3 00 to 5 00	
Nerve Devitalized or Capped	1 00 to 2 00	
Treating Diseased Gums and other operations—charge according to case.		
Full Upper Plate	25 00	
Full Upper and Lower	50 00	
Partial Sets—charge according to case.		
Visit	3 00	
Repairing Plate—charge according to time required.		

Payment to be made when the operation is completed. $3 00

Received Payment,

S G Holland

(*Courtesy Atlanta Historical Society*)

The dentist hurt more than the bill in 1887

By Act of the Legislature approved August 10, 1887, the town of East Point attained the dignity of an incorporated municipality. The Act provided that the town government should consist of a board of seven aldermen, the original board being L. M. Hill, J. M. Allison, S. L. Holcomb, S. N. Thompson, J. W. Buck, J. B. Moore and Dr. S. A. Taylor—all to hold office until

February 1, 1888, or until their successors are elected and qualified. The Act also specified that the town limits "shall extend from the junction of the rights-of-way of the Central and Atlanta & West Point Railways, north from said point three-fourths of a mile, and south five-eighths of a mile, and east and west one-half mile from said point, forming a parallelogram one and three-eighths miles long (north and south) and one mile wide (east and west)".[14]

During the same year that East Point was incorporated, the town of West End acquired its own Baptist church. The Young Men's Missionary Society of the Second Baptist Church of Atlanta first held services, in 1887, in Dunn's Chapel on Ashby Street, near Oak. Soon thereafter the name of the chapel was changed to McDonald Mission in honor of the Second Baptist's pastor, Dr. Henry McDonald.[15] On April 22, 1888, this mission was organized into the West End Baptist Church, with 38 charter members. Services were first held in Caldwell's Hall over the present Medlock's Pharmacy at Lee and Gordon streets.[16]

Jonathan Norcross, then a resident of West End, pioneer Atlantan and former mayor, donated to the church its first building lot. It was accepted with thanks, though sold in favor of a better lot on what is now Poole Place. A one-story brick building, costing $7500 was erected on this lot. The Rev. S. Y. Jameson, then pastor of the First Church, Westminster, South Carolina, later Secretary and Treasurer of the Georgia Baptist Convention and President of Mercer University, accepted a call from the West End Baptist Church, and served it as pastor from December 2, 1888 to May 1, 1899.[17]

During Dr. Jameson's pastorate, in 1894, the first Baptist Young People's Union was formed in the West End Church. Meanwhile increasing membership during the decade of the 1890's necessitated a larger building. A building committee composed of F. P. Heifner, chairman, S. Y. Jameson, L. M. Landrum, J. D. Frazier, J. C. Daniel, A. R. Colcord, Fred Wagener, builder, and J. C. Battle, Jr., architect, was appointed. A lot on the corner of Lee Street and Poole Place was purchased. On September 11, 1898, the new building, used with various additions and improvements until 1952, was dedicated by Dr. W. W. Landrum, pastor of the First Baptist Church, Atlanta.[18]

Between that time and the present under a succession of able pastors, including the late Dr. John F. Purser (1902 to 1920) the church and Sunday School continued to grow with West End. Finally, under the Rev. John L. Waldrop, the present pastor, it was decided, in 1946, to erect a completely new plant of sufficient size to accommodate the nearly 4000 members. The new edifice, located on Gordon Street just west of Peoples Street was dedicated Sunday afternoon, August 3, 1952.[19]

Atlanta acquired three new banks in 1887, none of which now exist. The Capital City Bank was the successor of the Capital City Land Improvement Company, organized in 1883. Business under its bank charter was commenced in October, 1887, with a capital of $400,000 and a surplus of $52,000: Original directors were Jacob Elsas, president; J. W. English, vice-president, John A. Colvin, W. A. Hemphill, David Mayer, Aaron Haas, Abraham Rosenfeld, J. H. Ketner and Dr. J. W. Rankin.[20]

The Neal Loan and Banking Company, chartered December 24, 1886, was organized January 4, 1887, with Thomas B. Neal, son of the late John Neal, as president; John Keely, the merchant, vice-president, and Eugene H. Thornton, cashier. The original capital stock was $250,000.[21]

The Traders Bank of Atlanta was chartered October 24, 1887, and was organized and commenced business on November 1, 1888, with a capital of $100,000. Original officers were C. C. McGehee, president; W. J. Van Dyke, vice-president, and Edward S. Pratt, cashier. Directors were the Messrs. McGehee and Van Dyke; W. A. Moore, Hugh T. Inman, P. H. Harralson, E. F. Gould and Clifford L. Anderson.[22]

The Traders Bank was located at 10 Decatur Street in what was originally called the Traders Bank Building, Atlanta's first office-building skyscraper—a modest seven stories. It was built by Erastus F. Gould in 1887, and, after the Traders Bank became the American Trust & Banking Company in 1890, was known as the Gould Building.[23]

Erastus Franklin Gould was born in Oswego County, New York, in 1822. After receiving an excellent education, he entered the salt and lumber business in the mid-west. He established a bank in Minneapolis and was its president for many years before coming to Atlanta in 1886, his fortune made and in the role of capitalist. Not long after his arrival he built, in addition to the Gould Building, a strikingly elaborate home of Georgia marble in newly developed Inman Park at the intersection of Edgewood Avenue and Elizabeth Street. A landmark until very recent years, it was often referred to as "Gould's Marble Palace." Mr. Gould died on June 2, 1896, survived by an only daughter, Lillian, the wife of Elmer C. Chapman.[24]

The Gould Building, having served its generation usefully, was demolished in 1935 to make way for some modern stores.

Prior to 1887 the land occupied by the Piedmont Driving Club, and practically all of Piedmont Park was the site of the residence and farm of Benjamin F. "Doc" Walker, son of the old pioneer Samuel Walker. Indeed, the latter purchased the property in 1834, when it was still in De Kalb County from Elijah Paty for $450. B. F. Walker bought the property from his father on January 2, 1857, and in 1868 erected, on what was then Plaster Bridge Road, the old stone residence, nucleus of the present Driving Club. Beginning in 1887, the history of the club, originally the Gentlemen's Driving Club, the Piedmont Exposition Company as long as it existed, and of Piedmont Park until its acquisition by the city in 1904, are closely related.[25]

The idea for a driving club and of an exposition grew out of a conversation held in the office of Joseph Kingsbery (1840-1929), then a member of the firm of Moore, Marsh & Company, in early January, 1887. Since the close of the exposition of 1881, and the occupancy of old Oglethorpe Park with its track, by the Exposition Mills, the young men lacked a satisfactory place to ride. One of them asked Kingsbery, a lover of fine horses, "Now that the exposition grounds are gone, what do you propose to do for a place to ride?" The answer was a decision to organize a private club. Kingsberry said he would try to get a hundred men to put up a hundred dollars apiece. When he had a hundred men pledged an organization meeting was called for January 4, 1887.[26] The meeting was reported by the *Constitution* on January 5th:

"DRIVING AND RACING

ORGANIZATION OF THE GENTLEMEN'S DRIVING ASSOCIATION

A New and Important Enterprise for Atlanta—A Handsome Park and Club Houses in View—Annual Fairs to be Held—The Plan of the Organization and the Details, Etc."

"The first steps toward organizing a gentlemen's driving association for Atlanta were taken last night. At eight o'clock fifty gentlemen met in the Chamber of Commerce for that purpose, and proceeded to business by electing Mr. D. M. Bain chairman.

"Mr. Joseph Kingsbery stated the object of the meeting. He said that it was proposed to organize a Driving Association, purchase grounds for a driving park, erect club houses and make what other arrangements would be necessary for the pleasure of the members. It was to be a gentlemen's association, one that would own and control grounds where the wives and children of the members might be taken without fear of meeting with improper characters. No gamblers or shysters would be permitted to become members. The association would not only be a constant source of pleasure to the members, but it would be the means of bringing fine horses to Atlanta and of encouraging the breeding of fine stock.

"Mr. Kingsbery suggested that the number of members should be 250, and that the membership fee should be $100. In this way the association would start with a cash capital of $25,000.

"Mr. Frank Arnold asked if it would not be well to appoint a committee to prepare a plan of organization.

"Mr. H. W. Grady offered a resolution providing for the appointment of a committee of six on temporary organization. In support of the motion he said that the association should be a good thing—better than anything like it in any other city. If a first class park should be secured, it could be used not only for the purpose of the association but for holding an annual fair. The city was in possession of $15,000 to be used for fair purposes. Ten thousand dollars additional would suffice to erect all necessary buildings.

"Mr. Grady's resolution was adopted, and the chairman appointed on the committee Messrs. H. W. Grady, Joel Hurt, William M. Dickson, Robert H. Richards, John R. Gramling and Joseph Kingsbery.

"While the committee was in consultation the chairman addressed the meeting. He said he thought the association would be one of the most important enterprises ever originated in Atlanta. It would be the means of endless pleasure, and it would certainly lead to the holding of first-class annual fairs. It would attract attention to Atlanta and thus be another factor in building up the city.

"Following this address, the committee submitted its report as follows:

"President, Joseph Kingsbery; vice-president, R. H. Richards; treasurer, R. J. Lowry; secretary, Stewart Woodson.

"Directors, C. A. Collier, H. W. Grady, J. R. Gramling, L. J. Hill, Harry Jackson, Joel Hurt, W. M. Dickson, W. S. Everett, A. W. Calhoun, D. M. Bain, John Keely.

"The report was adopted, and the gentlemen named were authorized to canvass for members, prepare by-laws, obtain a charter and take all other steps necessary to perfect the organization of the association.

"On motion of Mr. Hurt, the following resolutions were adopted:

"Resolved, That the board of directors be requested to report to the next meeting not more than four sites for the location of the park, with written option on each and estimates of an engineer.

"Resolved, That the treasurer be directed to collect from each member a fee of $100.

"Resolved, That the board of directors be authorized to draw on the treasurer for the funds necessary to defray preliminary expenses incident to selection of a site for the park, and of obtaining a charter. . . .

"The meeting last night was composed of representative business men, who mean to make the association a success."

The selection of a site presented to the new organization a thorny problem, based not upon a shortage, but upon a plethora of locations, each with eloquent advocates and all meeting the requirement of space for a one-mile race track. The sites offered for consideration were:

1. The B. F. Walker tract, incorporating most of what is now Piedmont Park and including the present site of the Driving Club.
2. The W. A. Russell tract, fronting 3000 feet along the Central Railroad across from the present Fort McPherson.
3. The George W. Collier tract, incorporating roughly the present site of the Ansley Park Golf Club and course.
4. The Dr. Henry L. Wilson tract, east of the R. & D. (Southern) Railroad and north of the Medlock property. Present location of Boulevard Park.
5. The Brooks place in De Kalb County, fronting the north side of the Georgia Railroad between Edgewood and Clifton Station. This tract was never seriously considered because it was outside of Fulton County.[27]

After due consideration, it was voted decisively on March 21, 1887, to purchase the Collier property, a beautiful wooded tract, and tentative plans were made for its improvement. Then Mr. Collier pulled the plug by insisting upon certain terms to which the Driving Club committee would not agree. The site question, by mid April, was wide open again.[28]

An inconclusive but stormy meeting upon the subject was reported by the *Constitution* on April 15th:

"A BREEZY MEETING.

No Site Selected Yet for the Driving Park.

A Meeting is Held at the Chamber of Commerce at Which Everybody Wants to Speak—A Hard Time Coming to a Vote—At Last a Vote Shows No Quorum Present.

"The Driving Park Association met promptly at 4 o'clock at the Chamber of Commerce yesterday afternoon. President Kingsbery and Secretary Woodson were on hand.

"Mr. Kingsbery called the meeting to order, and stated that its object was to select a suitable place for the park in case Mr. Collier could not be brought to terms.

"There seemed to be some question as to how a decision could best be arrived at. Mr. Hoke Smith advocated the appointing of a committee of seven, with Mr. Kingsbery as chairman, with full power to act. He said that the want of power absolute was the trouble with the Collier place. He said that if the committee had had the power to close the contract with Mr. Collier on the spot without referring it back to the meeting, he would have been bound by his contract and the site would have been settled.

"Mr. Joel Hurt said that the meeting was called for the purpose of selecting the location for the park, and that to appoint a committee of six with full power to act would not satisfy the members in general, as at a previous meeting a resolution had been passed to the effect that no selection should be made except by the vote of the members. . . .

"Dr. R. D. Spalding moved as a substitute for Mr. Smith's motion, that the matter be referred to the board of directors and the officers of the association. Mr. Smith accepted the substitute.

"Mr. M. C. Kiser advocated harmony, and said in order to secure it he thought each member should be allowed to vote on the different sites offered.

"Mr. S. H. Phelan said he thought Dr. Spalding's idea good, but that he himself had obtained a large number of subscriptions to the Driving Park on the assurance that each member should be allowed to vote on the location. He thought others had obtained subscriptions on similar promises.

"Mr. D. M. Bain moved that a committee be appointed to insist on closing the Collier contract if possible, and if not to select the next best place.

"Governor Gordon arose and said that he was the bearer of a message. Before stating what the message was, he said that he did not agree with Mr. Hoke Smith in the position that no place except Fulton County would answer for the fair grounds.[29] The Governor said the corporation could own and hold property anywhere. He said that the question of locating the Piedmont Fair was larger than Fulton County, large enough in fact to extend to the Brooks place in De Kalb County. The message which the Governor bore was a proposition from an owner to donate to the association one-third interest in the Atlanta and Decatur turnpike. The Governor said another third would probably be given and the other third could be secured for a thousand dollars.

"Mr. Hoke Smith said that the proposition to make a fair ground of the park was just what he was opposed to. The scheme was a gentlemen's driving park. If he had known the thing was to take the shape of a fair ground he would have nothing to do with it. He would rather have the fair somewhere else. What he wanted was a place where he could have a pleasant drive. With him it was a matter of pleasure and not of business. He was heartily applauded.

"Mr. Joel Hurt asked Mr. Smith if the same powers could not be exercised over a park in De Kalb as could be exercised over a park in Fulton.

"Mr. Smith said 'no.'

"Mr. Hurt said Mr. Smith's opinion was contrary to the opinion of nine-tenths of the lawyers of Atlanta.

"Mr. Smith said he was sorry for nine-tenths of the lawyers of Atlanta.

"Mr. Hurt said he was sorry for Mr. Smith.

"Mr. Smith said Mr. Hurt need not agitate his feelings about what Mr. Smith might know or not know about law.

"Mr. Smith thought that if the fair could be located separately on the Brooks place, in De Kalb, it would stop the kickers.

"Mr. Phelan thought Mr. Smith and his friends were the kickers.

"Mr. Kiser wanted to vote.

"Mr. Howard Palmer did not want to litigate three or four years over the Collier place.

"Mr. Smith wanted the matter referred to a committee, to report Monday night.

"Mr. Woodson said the options had all expired.

"Mr. Smith said he was in favor of harmony. Harmony seemed to be very scarce about that time.

"Mr. Hunnicutt wanted to know what the Collier proposition had been.

"The reply was that Mr. Collier had given an instrument of writing agreeing to sell 100 acres and had agreed verbally to sell 125 additional. The additional information was ventured that Mr. Collier had 'craw-fished.'

"At that point a great uproar occurred, owing to the fact that from six to a dozen persons wanted to express their views at the same time.

"Various and sundry motions were made, but to print them would only serve to confuse the reader, and they are hereby suppressed. Even President Kingsbery, who was on the ground, so to speak, gave evidence of being considerably dazed.

"Mr. Hurt asked Mr. Smith if Mr. Collier could be held to a trade when no money had passed.

"Mr. Smith said that if there was an instrument of writing it would hold whether any money had passed or not.

"Mr. Hunnicutt moved that a committee or six, together with the chairman, be appointed to settle upon a site.

"Whereupon the uproar was renewed and Mr. Smith remarked, 'to insist upon the Collier trade and if they don't close that to abandon it and report back here next Monday night.'

"Mr. B. F. Walker submitted a proposition for the sale of some of his land fronting 2500 feet on the Air Line road and lying between the railroad and the Peachtree Road. He offered 100 acres at $175 an acre, to be paid in money or six per cent bonds. He also offered an additional body at $150 an acre, reserving the water and quarry privileges, and ten acres around his dwelling. He said the proposition was open for one day only.

"Mr. Frank Rice said a quarry was worth $5000.

"Mr. Walker said he would take $150 for his.

" 'I'll take it,' said Mr. Rice.

" 'There's a trade,' exclaimed an astonished individual.

"Mr. Kiser wanted to vote right off for a permanent location.

"Mr. Smith wanted to put it off.

"Mr. Kiser thought all those present except Mr. Smith could vote then and that Mr. Smith could vote Monday night.

"There was some more uproar.

"Mr. Rice tried to speak.

"So did everybody else.

"Mr. Rice was heard to say that he didn't propose to be drowned out. He would stay until morning but that he would be heard.

"Judge Newman tried to pour oil on the troubled waters.

"Mr. Bain said a track on Mr. Rice's place would cost $30,000.

"Mr. Walker was asked if he would not sell his little place without reservation.

"He replied that he was too old to move.

"Mr. Hurt moved that the proposed committee have three days to close a trade if possible, with Mr. Collier, and if a failure resulted that the Walker place be accepted.

"Thereupon every man who could get anyone to listen to him made a speech—discussing everything from sewer branches to the Piedmont exposition.

"Mr. Hurt's 'storm cradled' motion was put.

"Mr. Smith demanded that the vote be by stock, and Mr. W. A. Hemphill and Mr. W. L. Peel were appointed tellers.

"The proposition was:

1. To close with Collier if possible.
2. Failing in that to accept the Walker place.
3. To close up the whole business in three days.

"There were loud cries of 'call the roll.'

"Mr. Woodson called it, and the voting proceeded amid much uproar.

" 'Let's leave the room,' shouted a voice.

" 'Don't be foolish!' shouted another.

" 'I wish you——' exclaimed Mr. Kiser, but no one ever found out what it was he wished.

"Mr. Don Bain stood on a chair and shouted: 'I want to say one word.'

" 'There is no quorum here!' shouted someone. 'There ain't thirty paid members in the house.'

"Mr. Smith spoke on the quorum question.

"Mr. Sam Inman's name was called.

" 'Yes,' answered Mr. Walker Inman.

" 'How's that?' asked Mr. Smith

" 'He authorized me to act for him,' was the reply.

" 'Where's the proxy?' asked Mr. Smith.

" 'I'm authorized to sign his name. I'll write a proxy,' said Mr. Inman.

" 'Where's the authority?' asked Mr. Smith.

"To keep down a riot Mr. Inman refrained from voting the proxy.

"When Mr. W. P. Inman's name was called he asked Mr. Hoke Smith if he might vote. Mr. Smith told him he could, so he voted.

"Mr. Smith declined to vote.

"Mr. Phelan asked him to 'please vote,' but he wouldn't.

"There were 33 votes— 10 nays and 23 yeas. That was not a quorum. The point was raised; there was another uproar; a motion to adjourn, and the assembled citizens put on their hats and walked out.

"So the Driving Park is still without a habitation and the Piedmont fair hath not where to lay its head.

"And yet there are sites and sites and sites—perhaps too many sites. The Gentleman's Driving Club in the matter of sites is in a situation like unto that of an individual who said:

" 'How happy could I be with either,
Were t'other dear charmer away.' "

Five days later, on April 19th, after the dust had settled, the Driving Park Association met again. Harmony prevailed this time and it was unanimously voted, after Mr. Walker agreed to sell his home, to buy the Walker tract, comprising 189.43 acres lying in Land Lots 54, 55 and 106 of the 17th District of Fulton County. On July 1, 1887, a warranty deed for the consideration of $38,000 was made by Benjamin F. Walker to the Gentlemen's Driving Club.[30]

In commenting upon the meeting of April 19th, the *Constitution* said:

". . . The meeting was from first to last harmonious. Everybody seemed to be in a good humor and enthusiastic over the result.

"The location which was chosen is on the Air Line railroad, and consists of about 200 acres of ground, which is well adapted to the purpose for which it was purchased. Work will be begun on the track in less than a week and will be pushed forward as fast as men and money can do it.

"The Piedmont exposition will lose no time in erecting their buildings and getting everything in shape for the magnificent exhibit of the resources of the Piedmont region next October. The Air-Line railroad will place a track in position as soon as possible and work will not lag in any quarter. The Piedmont exposition, like the Cotton exposition [of 1881], will mark a new era in Atlanta's prosperity and add one more link to her long chain of successes."[31]

Great effort was indeed put forth upon the grounds. When purchased, a large part of it had been planted in corn and other farm crops. The Fulton County chain gang, which was used in building roads, was put to work to help prepare for the exposition. Under the direction of Captain Thomas J. Donaldson, Superintendent of Public Works for Fulton County, a tremendous amount of grading, road building, etc., was performed. Henry Grady kept up a continuous rapid-fire appeal in the columns of the *Constitution* for erecting buildings, securing facilities for transportation, and generally organizing for the coming occasion.[32]

On May 22nd the *Constitution* gave its readers a progress report:

"Work is progressing rapidly at Piedmont Park and in all departments of the fair. President Kingsbery has a force of sixty men at work cleaning up the grounds, cutting out the under shrubbery and beautifying the park.

"The Richmond & Danville Railroad has a large force at work on the trestle and on the grade for the side-track. The trestle timbers are now being fitted and will be put in place early in the week. Mr. [Edmund] Berkeley, superintendent of the Air-Line road, is satisfied that he will have the track ready for hauling the heavy timbers of the main building. In the meantime he will discharge timber by the car load on the grounds as it is needed. Eight cars of lumber have already arrived for the fence and work will be begun on that tomorrow. . . .

"Mr. [John C.] Peck has closed the contract for all the lumber for the main building and says he will have it finished in sixty days. He expects to have a force of 200 men at work and they will run it up very rapidly. Mr. [G. L.] Norrman now has in hand plans for the other buildings, which will be very handsome, and all of which will be under contract in two weeks from today.

"The directors are casting everything for a big fair. They stint the enterprise in nothing and their calculations are that it will cost $150,000 by the time the gates are closed on October 22nd. This will exceed the cost of the cotton exposition, and will make a larger and better show and leave Piedmont Park very much handsomer, both as regards the park and the buildings, than Oglethorpe Park was left when the exposition was closed. . . .

"The Driving Club, through Mr. Kingsbery, has applied for membership in the National Trotting Association, which will put the track under the protection of that admirable body."

Work was also progressing in the matter of adapting the Walker home and grounds to the needs of the Gentlemen's Driving Club.

Meanwhile both the Gentlemen's Driving Club and the Piedmont Exposition Company were being chartered. Frank A. Arnold, attorney for the club, filed application for a charter on January 10, 1887, which was granted by Judge Marshall J. Clarke, of Fulton Superior Court on June 4th. Charles A. Collier, attorney for the Exposition Company applied for a charter on February 24, 1887. It was granted by the same court and judge on April 9th.[33]

The entire acreage secured from Mr. Walker was purchased by the Gentlemen's Driving Club, and under an arrangement between it and the Exposition Company, the Club reserved approximately the present grounds of the Piedmont Driving Club and permitted the Exposition Company to use the rest of the grounds for the exposition.[34]

The earliest extant membership list of the Gentlemen's Driving Club appears in the *Atlanta Constitution* for September 14, 1887. It follows, with certain corrections by the present writer:

Ashford, W. T.
Atwater, H. L.
Anderson, James L.
Amorous, Martin F.
Atkins, Clay
Adair, George W.
Alexander, Jas. F., Dr.
Anderson, James A.
Anderson, Clifford L., Jr.
Austell, W. W.
Adair, Green B.

Bullock, Rufus B.
Brady, Thos. B.
Brown, Julius L.
Berry, M. R.
Broomhead, John S.
Black, E. P.
Baum, J. W.
Boyd, W. W.
Bizell, W. D., Dr.
Block, Frank E.
Burke, Joseph F.
Bain, D. M.
Boynton, H. A.

Calhoun, W. L.
Collins, J. D.
Collier, C. A.
Calhoun, A. W., Dr.
Castleberry, Zach
Castleman, Humphreys
Crumley, W. M.
Calhoun, Pat
Colvin, J. A.
Clarke, Thomas M.
Clarke, Robert C.
Chamberlin, E. P.
Crankshaw, C. W.
Callaway, H. R.
Clayton, W. H.
Coker, F. M., Jr.
Carlton, J. E.
Clarke, J. S.

Dozier, J. S.
Dodd, Philip
Dougherty, D. O.
Drummond, Geo. C.
Dohme, Robert
Dougherty, D. H.
Dickey, J. L.
De Give, L.
Dickey, J. R.
Draper, W. W.
Dodd, Green T.
Donaldson, Thos. J.
Dawson, Henry
Dickson, W. M.

Everett, W. S.
English, J. W.

Fitten, J. A.
Fuller, O. C.
Farlinger, A. W.

Fitzgerald, T. E.
Freeman, J. C.
Farrar, R. M.

Grant, W. D.
Green, A. L.
Grady, H. W.
Goldsmith, J. W.
Glenn, J. T.
Gramling, J. R.
Gould, E. F.
Goldsmith, J. H.
Gregg, W. A.
Goode, S. W.
Griffin, R. J.
Griffin, W. A.
Gray, James A.
Goodwin, John B.

Hemphill, W. A.
Hunnicutt, C. W.
Horn, C. D.
Hill, A. W.
Hill, L. J.
Hancock, F. G.
Harralson, Madison
Haas, Aaron
Hurt, Joel
Hightower, T. J.
Howell, E. P.
Hallman, J. C.
Hill, B. H.
Hill, W. R.
Harralson, P. H.
Hopkins, John L.

Inman, S. M.
Inman, W. H.
Inman, W. P.
Inman, H. T.

Jackson, Henry
Joyner, W. R.
Johnson, Joseph H.
Johnson, J. G.

Kiser, M. C.
Knowles, Clarence
Kingsbery, C. S.
Kuhrt, H. G.
Keely, John
Kirkpatrick, J. C.
Kingsbery, Joseph

Lowe, W. B.
Langston, Thos. L.
Loyd, J. W.
Liddell, D. W.
Lowry, R. J.
Lowe, W. B., Jr.
Locke, A. H.
Lawton, James S.

McBurney, E. P.
McKeldin, J. R.

Marsh, S. S.
Miller, J. A.
Martin, C. J.
Meador, T. D.
Morgan, David
Miller, P. H.
Marsh, E. W., Jr.
Marsh, M. B.
Maddox, R. F.
Morris, E. S.
Mims, Livingston
Malone, C. F.
Montgomery, W. J.
Megee, B. F.

Newman, W. T.
Nelson, L. B.
Nicholson, W. P., Dr.

Orme, A. J.

Parrott, Geo. W.
Porter, James H.
Phelan, S. H.
Peel, W. L.
Pendleton, W. M.
Peters, Richard
Peters, E. C.
Peck, W. F.
Palmer, H. E. W.
Patterson, W. H.

Phillips, H. T.
Parsons, W. H.

Rice, Z. A.
Ragan, Willis E.
Ryan, John, Jr.
Richards, R. H.
Rucker, J. W.
Rankin, J. W.
Ridley, R. B., Dr.
Russell, W. A.
Rice, F. P.
Redd, Frank
Reynolds, J. G.

Silvey, John
Snook, P. H.
Smith, Hoke
Steele, A. B.
Sanders, W. C.
Shelton, T. A.
Smith, D., Dr.
Speer, D. N.
Scott, F. M.
Stephens, John
Spalding, R. D., Dr.
Spalding, Jack J.
Snow, H. Y.
Speer, W. J.
Stewart, A. P.
Smith, H. L.
Smith, J. M.
Smith, John A.
Smith, Burton
Stocks, J. T.
Stewart, F. M.

Traylor, Geo. M.
Tripod, A. P.
Tompkins, H. B.
Thornton, A. E.
Thomson, W. S.
Todd, J. S., Dr.
Tyner, C. O.
Traynham, W. L.
Tappan, W. L.
Tanner, G. H.
Turner, J. D.

Van Winkle, E.
Venable, S. H.
Venable, W. H.

Wilson, H. L., Dr.
Watson, C. T.
Wylie, James R.
Winship, George
Winship, Robert
Woodson, S. F.
Wachendorf, E.
Wylie, D. G.
Wilson, R. H.
Wilkinson, J. R.
Wilkinson, M. R.
Wilson, J. M.
Woodside, J. J.

Zachry, W. J.

The Driving Club opened two days ahead of the Exposition, on Saturday, October 8. Said the *Constitution*:[35]

"The beautiful club house of the Driving Club was formally thrown open to the members yesterday. It is a perfect little gem. The beautiful stone building, with its more beautiful, if possible, surroundings, is all that could possibly be desired. Mr. Don Bain and Major J. A. Fitten have had charge of this portion of the work, and the beautiful building certainly reflects great credit upon them. A large number of members of the Driving Club, and ladies, visited the club house during the evening and everybody was delighted with it."

The opening of the Piedmont Exposition was heralded by a half page advertisement in the *Constitution* for October 9th, which informed citizens of the Atlanta area what they might expect.

PIEDMONT EXPOSITION

SEE THE COUNTY DIPLAYS — FAIR — ATLANTA WANTS YOU MONDAY AFTERNOON

GRAND OPENING TOMORROW, OCTOBER 10

Gates Open at 10 O'Clock—Exercises Begin at 1:30 P.M.

ONLY 50 CENTS

ATLANTA WANTS YOU TO BE ON HAND
WE WANT 25,000 PEOPLE OUT!
ATLANTA CALLS YOU! DON'T FAIL HER!

Addresses by President C. A. Collier, Governor John B. Gordon, and Hon. Sam J. Randall,[36] beginning at 2 o'clock.

Machinery started by Hon. Samuel J. Randall at 3 o'clock.

Choruses by 500 Voices. Music by Four Bands, led by the Famous Second Artillery Band of St. Augustine, Florida.

Bicycle Parade by 200 Wheelmen at 3:30. Horse Races at 4 o'clock. Balloon Ascension at 4:30.

An Afternoon of Sight Seeing and Fun. Don't miss it.

Over 10 Acres of Exhibits. A Magnificent Cattle and Horse Show. Over a Mile of Poultry Coops.

An Art Gallery in which the Pictures Alone are Insured for $300,000! Splendid County Displays from Over 20 Counties.

See the Displays of the "Magic Cities" Rome, Birmingham, Anniston, Gadsden, Sheffield, Tuscaloosa, Tallapoosa, Cartersville.

SEE THE TROTTING AND RUNNING RACES MONDAY EVENING.

DON'T MISS THE OPENING DAY!

The Most Interesting of the Week!

The Champion of the World, W. A. Rowe, in the Bicycle Races.
The Balloon Ascension Will Be a Thrilling Sight, at 3:30 Sharp!

Your Ticket will admit you at 10 o'clock in the morning. You can spend the day studying the Pictures, Poultry, Cattle and Exhibits, and at 1:30 have good seats for the Great Programme of Exercises and Sports.

Go out at 10. Stay all day and see the Skirmish Drill of Military in the Afternoon at 4:30.

The general appearance of the city on opening morning, October 10th, was described by the *Constitution* on the 11th:

A GALA DAY

The Biggest Day Atlanta Has Witnessed in Years.

"As early as five o'clock yesterday, the streets of Atlanta were filled with people.

"During the early morning hours, train after train on the various roads running into the city emptied their thousands. The country people for miles around came in, making the day a holiday. By 8 o'clock, locomotion was difficult, and extra policemen were at all the principal corners, busily engaged in keeping the pavements clear.

"It was a good natured crowd. It was a big day; everybody seemed prepared to enjoy it, and when night closed in upon the multitude the universal verdict was that Atlanta had seen but few bigger days.

"The city was well decorated. On nearly all the business streets, row after row of buildings displayed the national colors and bunting in profusion. And the decorations are not yet complete, for twice as many houses as displayed colors yesterday, will, with appropriate decoration, welcome President Cleveland.

"Peachtree Street all the way to the park, was here and there, with just enough breaks to make the return of bunting pleasing, gaily decorated, and from an early hour until after the parade had passed, the sidewalks were thronged with women and children. On the business streets up till noon the crowds were oppressively thick and great, and it was frequently the case that people and vehicles became so badly mixed that extrication looked impossible, not to say dangerous.

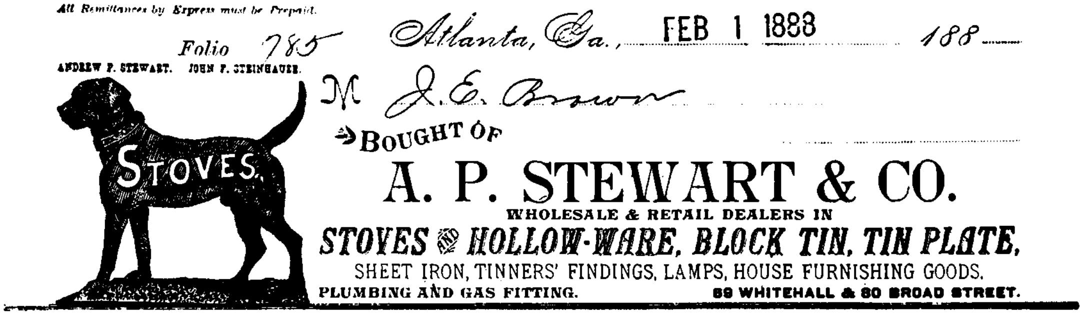
"The day was simply perfect. It was as balmy a day as any June sends. The sky was not cloudless, but with just enough of the white fleecy clouds above it to hide the sun for a moment, only to let it break out again with increasing splendor.

"It was a day that made men feel good, and no doubt much of the pleasure of the occasion was due to the admirable weather.

"Everybody wore the best clothes they had; at least it seemed so, for the crowd, on the whole, was the best dressed crowd Atlanta has seen in many a year. The country dame was present in all her finery, and looked every inch as good a lady as her city sister with her newer costume. The visitors from the rural districts were especially noticeable for their good appearance, having paid the city and the exposition the compliment of wearing the best they had in their shop."

Wholesale grocer, James R. Wylie, public-spirited citizen and an astute observer summed up the first day of the Exposition:

"There were nearly 20,000 people on the grounds. The grandstand holds 6000 people seated. When every seat was full in the grandstand there were enough people in the grounds and buildings to have filled it twice over. This is about three times the crowd that witnessed the opening of the Cotton Exposition [of 1881], and there were less than a thousand deadheads, while at the Cotton Exposition nine-tenths of the first day were deadheads. I have never



All Remittances by Express must be Prepaid.

Folio 785

Atlanta, Ga., FEB 1 1883 188

ANDREW P. STEWART. JOHN F. STEINHAUER.

M J. E. Brown

BOUGHT OF

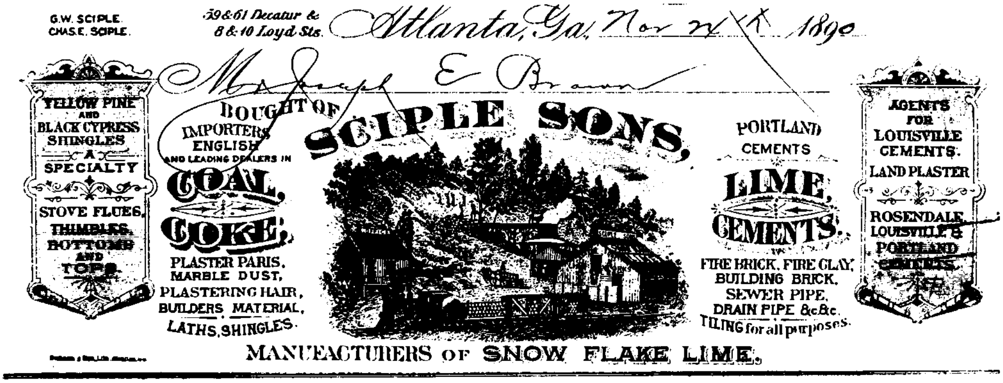
A. P. STEWART & CO.

WHOLESALE & RETAIL DEALERS IN

STOVES & HOLLOW-WARE, BLOCK TIN, TIN PLATE,

SHEET IRON, TINNERS' FINDINGS, LAMPS, HOUSE FURNISHING GOODS.

PLUMBING AND GAS FITTING. 69 WHITEHALL & 80 BROAD STREET.



G.W. SCIPLE.
CHAS.E. SCIPLE.

59 & 61 Decatur & 8 & 10 Loyd Sts. Atlanta, Ga. Nov 24th 1890

Mr Joseph E Brown

BOUGHT OF

SCIPLE SONS,

IMPORTERS ENGLISH PORTLAND CEMENTS

AND LEADING DEALERS IN

COAL, COKE,

PLASTER PARIS,
MARBLE DUST,
PLASTERING HAIR,
BUILDERS MATERIAL,
LATHS, SHINGLES.

LIME, CEMENTS.

FIRE BRICK, FIRE CLAY,
BUILDING BRICK,
SEWER PIPE,
DRAIN PIPE &c.&c.
TILING for all purposes.

YELLOW PINE AND BLACK CYPRESS SHINGLES A SPECIALTY

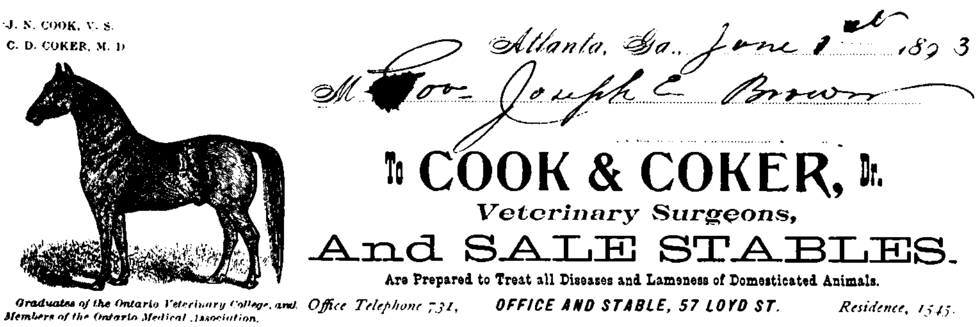
STOVE FLUES, THIMBLES, BOTTOMS AND TOPS.

AGENTS FOR LOUISVILLE CEMENTS.

LAND PLASTER

ROSENDALE, LOUISVILLE & PORTLAND CEMENTS.

MANUFACTURERS OF SNOW FLAKE LIME.



J. N. COOK, V. S.
C. D. COKER, M. D.

Atlanta, Ga., June 1st 1883

M Gov. Joseph E Brown

To **COOK & COKER,** Dr.

Veterinary Surgeons,

And SALE STABLES.

Are Prepared to Treat all Diseases and Lameness of Domesticated Animals.

Graduates of the Ontario Veterinary College, and Members of the Ontario Medical Association.

Office Telephone 731, ***OFFICE AND STABLE, 57 LOYD ST.*** *Residence, 1545.*

Commercial bill-heads of the 80's

seen such an opening for any show. The exhibits are nearer ready this morning than they were at the Cotton Exposition after it had been running a month.

"It was perfect. The weather was delicious, the sprinklers had laid the dust, the people were in good humor, the sky was like sapphire, and the earth smiled.

"A buzz of congratulation ran from the grandstand around the half-mile of exhibits and Atlanta was proud and happy, for the first day demonstrated two things: First, that the crowd on the two forthcoming Cleveland days can easily go above 50,000, for nobody expected the first day to be more than one-third of each of those days. Second, that Atlanta can handle the crowd. Very few people went out yesterday until one o'clock, and yet from sixteen to twenty thousand people were handled without trouble. On big days they will start to going out there at six o'clock in the morning, and 50,000 people can be put in the grounds by two o'clock.

"There was not a flicker in the programme. Everybody predicted that owing to the confusion, the programme would not be carried out, but not a feature failed. There was the military parade, and speaking, the music, the artillery, the bicycle races, the trotting and running races, the bicycle parade and the balloon ascension. The directors did not disappoint the people in a single feature, and will not do so during the fair.

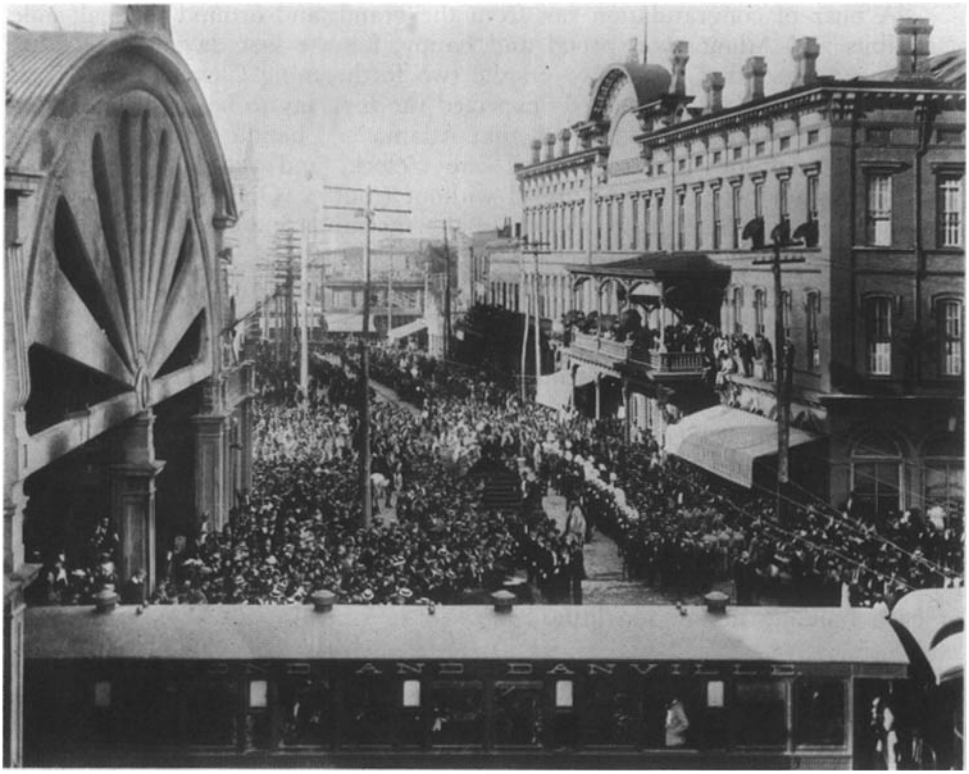
"Now one other thing was shown clearly. It is practically impossible to study the exposition in a half a day and in a big crowd. It requires two or three days to intelligently see the exposition and it ought to be done this week when the crowds are not overwhelming. Each building will take a day, and the programme of sports and sight-seeing constantly running, will make a day for each building almost too little."[37]

The highlight of the Piedmont Exposition was, of course, the visit of President Cleveland and his recent bride, Frances Folsom. Earlier in the year, as the Exposition was being planned, and largely through the inspiration and enthusiasm of Henry W. Grady, the President and his lady were invited to attend. The invitation, engraved on sheets of Dahlonega gold and enclosed in a case of native hardwoods and precious stones, was delivered by Senator Colquitt. On April 13th the *Constitution* announced Cleveland's acceptance. Indeed most people in the South had never seen a president, to say nothing of the first Democratic President in 24 years. Grady knew that this would arouse their enthusiasm as nothing else could.[38]

Unfortunately the beautiful weather prevailing upon opening day did not hold for the presidential visit.

The presidential party, consisting of Mr. and Mrs. Cleveland, Postmaster-General and Mrs. William F. Vilas, W. S. Bissell, the president's former law partner, Dr. J. D. Bryant, and Colonel Daniel Lamont, private secretary, arrived by special W. & A. train at 11:25 P.M., on October 17th. In spite of the inclement weather, thousands of people were in and around the Union Depot to greet the President and Mrs. Cleveland as the train pulled in. Indeed, as the train neared the center of the city vast crowds were seen along the track, and from every window face after face appeared. The tops of cars on side tracks were literally packed with people. As the train passed under the Broad Street bridge the artillery began to boom forth. To its salutes, the noise of cannon, the explosion of fireworks, and the hoarse shouting of the assembled multitude, the President entered the "Gate City of the South."[39]

Upon disembarking from the train the visitors were driven in carriages to the ladies' entrance of the Kimball House, on Decatur Street, where a squad of the Governor's Horse Guard under Captain John Milledge was keeping order. The President entered the hotel with Charles A. Collier, president of the Exposition on his right arm and General P. M. B. Young on his left. Mrs. Cleveland followed, leaning on the arm of Henry W. Grady. After a late supper of milk and crackers, though a more elaborate fare was offered, Mr. and Mrs. Cleveland retired to their rooms—the bridal chamber of the Kimball.[40]



(Courtesy Atlanta Historical Society)

View of the crowd assembled in Loyd Street (now Central Ave.) to hear President Grover Cleveland speak in front of the Markham House, Oct. 18, 1887. Looking north from the east end of the old Union Station or carshed toward Decatur Street. Richmond and Danville R. R. passenger train in foreground. The R & D became part of the Southern Railway System in 1894

Tuesday, October 18, 1887, rainy though it was, constituted a gala landmark in Atlanta's history. The largest crowd ever assembled in the city up to that time, gathered to honor the presidential party. Shortly after 11 A.M., President and Mrs. Cleveland entered a carriage with their official escorts C. A. Collier and H. W. Grady. Preceded by the Governor's Horse Guard, and with dense crowds on all sides, the party was driven through the city—first through the business section south to the neighborhood of the incomplete State Capitol building, then out Peachtree to 14th Street, then called Wilson Avenue, to the Exposition grounds.[41]

As the carriages bearing the distinguished visitors drew up at the steps leading to the stand, the applause which seemed to burst from all parts of the stand was overwhelming. As the president, leaning on the arm of Don Bain, walked to the front of the stand, the crowd stood on its hind legs, and literally yelled itself hoarse. This cheering was increased, if possible, upon Mrs. Cleveland's appearance. After the applause subsided and the guests were seated, the exercises were opened with a prayer by Dr. Edward H. Barnett, pastor of the First Presbyterian Church. Mr. Collier then introduced Mr. Grady who in turn introduced the President. Mr. Cleveland's short speech was very appropriate to the occasion, and was followed by prolonged cheers. Loud calls were then made for Gordon, and the Governor responded with a few words of welcome.[42]

At the close of the exercises at the stand President and Mrs. Cleveland were driven through the Exposition grounds and thence to the Gentlemen's Driving Club for lunch and an informal reception. Don Bain, Henry Jackson, Pat Calhoun and other members served as hosts at the club. The party then returned to the platform in front of the grandstand where the President held a general reception.[43]

During this event, the crowd was most enthusiastic. "I come 600 miles to shake Grover by the hand, and I'll be durned if any cop is going to stop me," exclaimed a Texas farmer as he stepped over the fence, disregarding the vehement commands to "stand back" uttered by the blue-coated functionaries.

"Me and Sal have come all the way from Greenville, South Carolina, to get a good look at our handsome president and his purty wife, and we'll see them or know the reason why." Thus spoke with emphasis, a sunburnt and horny-handed farmer from across the Savannah.

Such expressions as these were heard on every side.[44]

During the afternoon Governor Gordon was host at an elaborate reception and dinner at the Executive Mansion, to the male members of the presidential party. Other guests at this affair included Governors Perry, of Florida, Taylor, of Tennessee, and Richardson of South Carolina. Also present were Chief Justice Bleckley, United States Judge Newman, Senators Colquitt and Brown, Henry W. Grady, Charles A. Collier, Colonel Hy Kyd Douglas, of Maryland; General P. M. B. Young, President of the Senate Davidson, Speaker of the Assembly Little, various other Georgia State officials, and General Jackson, of Tennessee.[45]

As the gentlemen were enjoying the hospitality of the Governor, Mrs. Cleveland and Mrs. Vilas were being entertained at luncheon by Mrs. James Henry Porter, wife of the president of the Merchants Bank, at her beautiful home on the southwest corner of Peachtree and Porter Place. Present at this occasion, in addition to the two honor guests and the hostess were Mesdames John B. Gordon, Pat Calhoun, William Dickson, T. D. Meador, H. Collier, Livingston Mims, Robert Clarke, Lewis Beck, Julius Brown, Mark Johnson, of Macon, Charles H. Phinizy, of Augusta, Henry Grady, J. C. Freeman, Walter Taylor, A. E. Thornton, Joseph Thompson, W. B. Lowe, R. J. Lowry, and Misses Mary Lou Bacon, of Macon, Annie Reid and Sallie Johnson.[46]

The busy and eventful day was climaxed with an elaborate reception for President and Mrs. Cleveland at the Capital City Club, then situated on the northwest corner of Peachtree and Ellis streets. Society was out in force. Over 900 invitations were issued and fully that many attended. Alton Angier was in charge of arrangements for the supper, Charles Crankshaw in charge of decorations downstairs, Sam Martin in charge of the pavilion, and Harry Stockdell in charge of invitations.[47]

The supper consisted of chicken and turkey salads, cold turkey, boned turkey, cold ham, cold tongue, sandwiches composed of the various meats, breads, and fried oysters, with the usual accompaniments. For dessert there were handsome table cakes, beautifully iced and mounted, innumerable smaller cakes, fruit of all kinds, including California grapes, oranges and bananas. Champagne was opened in the greatest quantity and served continually during the supper. In addition there were champagne punch, claret punch, Madeira and sherry with other kinds of wines. The smaller rooms on the second floor were used to hold the salads and cold meats, the punch bowls, etc. The entire second floor was given up to the supper.[48]

(Courtesy Atlanta Historical Society)

Residence of Mr. and Mrs. James Henry Porter, 330 Peachtree Street, southwest corner Porter Place. Scene of a luncheon, October 17, 1887, honoring Mrs. Grover Cleveland, wife of the President

The presidential party left shortly after midnight, and by one o'clock quite a number had also retired. The absentees giving more room, the artillery band changed from classic to dance music, and many of the younger guests danced to quite a late hour.[49]

Commented the *Constitution* next morning:

"Last night's reception was the social event of the year, and for long years to come will be the criterion by which similar affairs in Atlanta will be criticized. The Capital City Club honored the president's party well, and at the same time honored itself."

Wednesday, October 19th was another dismally wet day, albeit a busy one for the presidential party. It began with a breakfast at Senator Alfred H. Colquitt's handsome home fronting the Georgia Railroad in Edgewood.

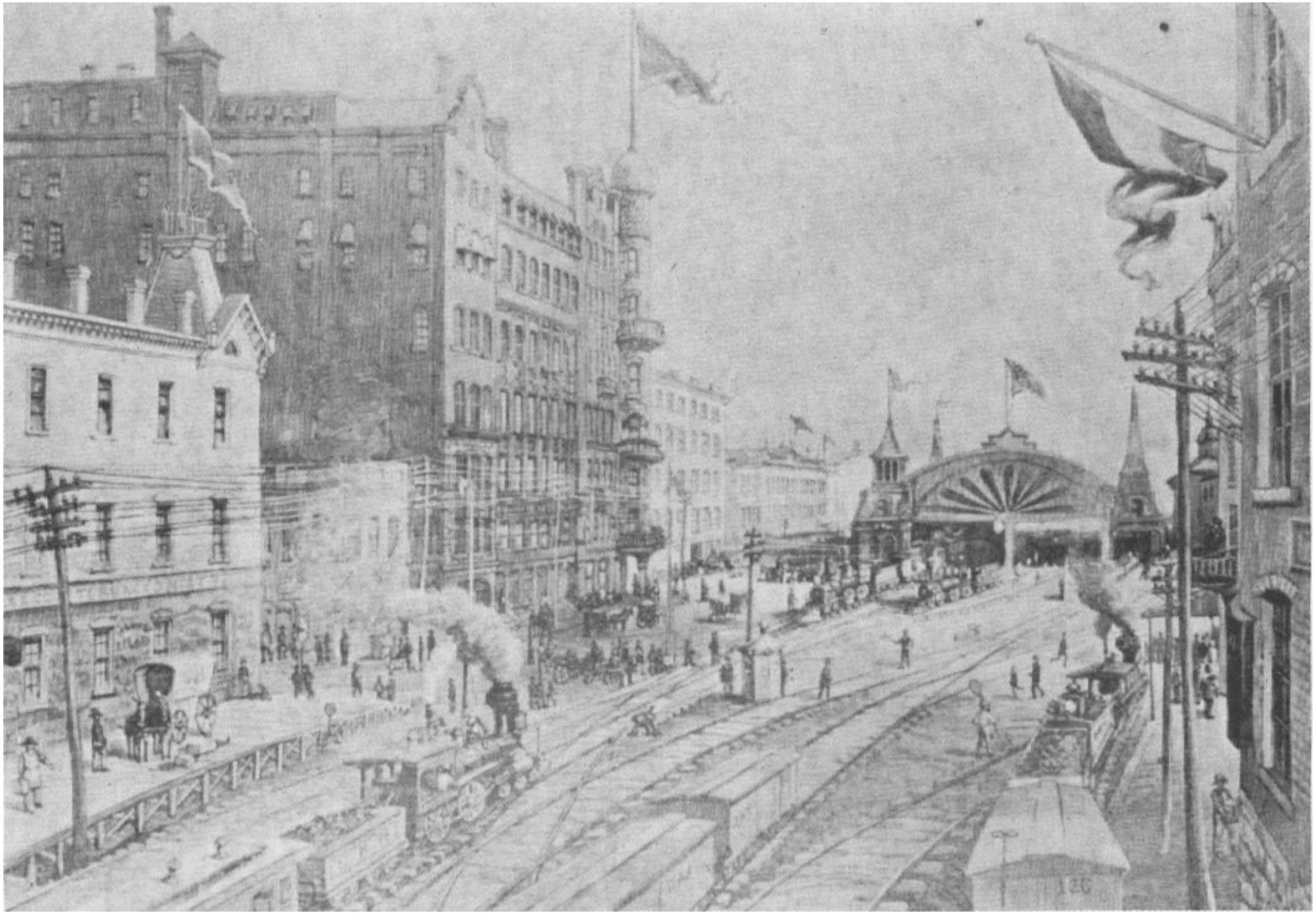
Next, in the forenoon, came a great military parade, from the State House on Marietta Street to the Exposition grounds, followed by a grand review at the latter place.[50]

Julius L. Brown entertained President Cleveland, the male members of his party, and some twelve other guests for lunch at his home[51] on the northwest corner of Washington and Rawson streets. From four to six in the afternoon, Mrs. Henry W. Grady tendered a reception to Mrs. Cleveland. This delightful affair, attended by 400 ladies, was held at the Grady home, 353 Peachtree Street.[52]

The President's visit was climaxed by a great torchlight procession on the evening of the 19th. It was described by the *Constitution* the following morning:

> "At six o'clock p.m., although the rain was falling thick and fast the companies began to assemble at the corner of Broad and Mitchell streets, and as fast as supplied with torches assumed position, in fours, for the line of march. Two bands furnished music, the Capital City band and Yellowstone Kit's brass band. As the companies from Thomasville, Powder Springs and the various cities and towns in Georgia came up and took their places in the ranks they were welcomed with enthusiastic cheers. The Powder Springs delegation had a handsome banner inscribed: 'Powder Springs Greets Our Nation's Chief.' Company No. 1, the Francis Guards, dressed in regal red gowns, attracted admiration.
>
> "The Travelers' Protective Association, with a handsome banner, joined the procession at the corner of Broad and Alabama streets, and the welkin rang with shouts of enthusiastic thousands.
>
> "The procession was some time in forming, owing to the large number, and as they moved off, with ten thousand torches lighting up the streets and their pathway luminous with the roseate light of red fire and the rapid flight of Roman candles, the scene was bewildering and enthusing. The procession moved down Alabama Street to Whitehall, up Whitehall to Peters [Trinity Avenue], down Peters to Pryor, and up Pryor to Alabama, down Alabama to Loyd, up Loyd to Wall, and thence up Wall to the Kimball House and the artesian well.
>
> "The sidewalks along the line of march were densely packed with men, women and children, who forgot the descending rain in their enthusiasm, and cheered the men in the procession almost continuously. The representatives of the Salvation Army in the procession elicited considerable applause by their skillful handling of the tambourine. Standing at the corner of Hunter Street and looking down Whitehall on the moving procession, with its blazing torches, while Roman candles and red fire intensified the brilliancy and gave a picturesque beauty of coloring, one imagined a mighty kaleidoscope at work, displaying new beauty at every revolution. The captains and other officers were active in maintaining order and in achieving success."

At 9:30 the carriages bearing the guests of the evening drew up by the side of the stand by the artesian well. Mr. Cleveland was escorted to his place by Frank Arnold, Atlanta attorney, who had ridden in the carriage with him. Owing to the inclement weather, Mrs. Cleveland thought it best not to venture out, and viewed the procession from her room. After speeches by W. T. Turnbull, president of the Young Men's Democratic League, Burton Smith, President Cleveland, Henry W. Grady and Governor Gordon, the President was



(From an original in collection of Franklin M. Garrett)

The center of Atlanta in 1887, passenger depot or carshed in background, new Kimball House, opened 1885, on left. This picture was published in Harper's Weekly, Feb. 12, 1887 again escorted to his carriage by Mr. Arnold and driven to the Kimball to make final preparations for his departure.[53]

At 10:35 P.M. the president's special train departed from the Union Station over the Atlanta & West Point Railroad for Washington via Montgomery, Alabama. Amid the cheers and with the Godspeeds of thousands of loyal admirers, the president and his wife, from the rear platform of their train, bowed a smiling good-bye to Atlanta and her people.[54]

At six o'clock P.M., Saturday, October 22nd, the closing of the Piedmont Exposition of 1887 was signalled by booming cannon mounted along the hills to the north and south of the grounds. The great fair was ended. It had reflected credit upon Atlanta, and when the books were closed exhibited a profit of $9,746.[55]

The Exposition and the visit of President and Mrs. Cleveland gave considerable impetus to the growth and popularity of the Driving Club. Its original building, the Walker residence, was constructed of stone gathered from the lands covered by the deed, and was built in 1868. One of the burrs or millstones from the old Samuel Walker mill on Clear Creek, burned during the war, was imbedded in the front facade of the building, and can still be seen as it is approached from Fifteenth Street.[56]

There was a well on the back porch and a number of large oak trees just east and north of the stone building. These oaks had large mounds around them, put there by the Club, and upon these large parties would be entertained from time to time. Mr. Walker claimed that the reason for the limbs of these trees growing so straight out was because the chickens roosted on the limbs and kept them from growing upwards. There were no frame additions to the stone building at that time, and the ground where the ballroom and other improvements northeast now stand, was the yard and back premises of the Walker home. The entrance to the Club grounds was approximately where it now is.[57]

One of the most interesting features in connection with the early history of the Club was Captain Robert J. Lowry, with his inevitable red necktie, large, rather square-crowned derby hat, and his famous tallyho.[58] The Captain was a great reinsman, had a fine bugler and four splendid horses. Many an Atlantan and many a visitor enjoyed his hospitality at the Club.[59]

By deed dated February 20, 1889, the Piedmont Exposition Company purchased from the Gentlemen's Driving Club its entire property. The consideration of this sale was the payment of all the outstanding debts of the Club not exceeding $60,000, and to save the Club members whole and harmless therefrom, and the delivery of $28,500 par value of the common stock of the Piedmont Exposition Company out of an entire issue of $60,000. Practically the entire membership of the Club had shares in the Exposition Company. After the sale, under an arrangement, the Piedmont Exposition Company set aside the grounds, substantially as now occupied by the Driving Club for use by such shareholders of the Exposition Company as would pay annual dues, and the Gentlemen's Driving Club continued to function as before.[60]

When the movement for holding the great Cotton States and International Exposition of 1895 was crystallizing, it was determined to secure a new charter for the Gentlemen's Driving Club and, in the process, change its name to Piedmont Driving Club. Application for the new charter was filed by the law firm of King & Spalding and was granted on November 20, 1895, by J. H. Lumpkin, Judge Fulton Superior Court. The incorporators named in the charter were:

Clarence Knowles
Robert J. Lowry
Charles S. Kingsbery
James R. McKeldin
J. Carroll Payne
John T. Glenn
John K. Ottley
Charles A. Collier
T. B. Neal
S. F. Woodson
Rufus B. Bullock
Charles J. Martin
H. T. Inman
W. L. Calhoun
Robert B. Ridley
E. L. Tyler
George Winship
Porter King
Frank E. Block
J. H. Porter
W. A. Hemphill
John A. Fitten
Joseph Kingsbery
Hunter P. Cooper
R. F. Maddox
James W. English
E. C. Peters
Clark Howell
E. P. Chamberlin
James R. Wylie
Livingston Mims
Forrest Adair
W. G. Raoul, Sr.[61]

The sole survivor of this group (1952) is Robert F. Maddox, then a young man of 25.

Presidents of the Gentlemen's Driving Club from its organization in 1887, to 1895, were:

Joseph Kingsberry	1887-1890
Dr. Robert B. Ridley	1890-1892
Humphreys Castleman	1892-1893
Robert J. Lowry	1893-1894
Edward C. Peters	1894-1895

Presidents of the Piedmont Driving Club since its incorporation in 1895 have been:

Clarence Knowles	1895-1899
Edward C. Peters	1899-1902
James W. English, Jr.	1902-1904
James R. McKeldin	1904-1906
Milton Dargan	1906-1907
James H. Nunnally	1907-1923
Dr. LeRoy W. Childs	1923-1927
Harry M. Atkinson	1927-1930
Major John S. Cohen	1930-1932
Dr. Floyd W. McRae	1932-1933
Frank C. Owens	1933-1938
De Sales Harrison	1938-1940
Albert E. Thornton	1940-1942
Martin E. Kilpatrick (Entered military service, Oct., 1942)	1942-1942
Clement A. Evans	Oct. 1942-1945
N. Baxter Maddox	1945-1946
Dr. William C. Warren, Jr.	1946-1948
James C. Dunlap	1948-1950
Edward D. Smith	1950-1952[62]

During the administration of President James R. McKeldin the clubhouse, except the rock building, was destroyed by fire. Under his successor, Mr. Dargan, the clubhouse was rebuilt. The ground was leveled off and the ballroom and other additions were built. Two subsequent fires destroyed the ballroom in 1921 and the north wing of the clubhouse in 1937. After both fires, however, the club was rebuilt, larger and more beautiful than before.

Superintendent of the Driving Club during the late 1890's was Eugene U. Harris. He was an old-time ante-bellum aristocrat whose fortune had been swept away by the war, but who preserved in his person all the fascinating charm and characteristics of the old ante-bellum gentleman. He brought into the Club an air of genuine hospitality and charm of manner prevailing in the pre-war civilization of the South.[63]

Since his day the Driving Club has grown to be one of the great social centers of Atlanta. Celebrities almost without number have been entertained within its walls, including three presidents in office, Cleveland, as previously noted, Theodore Roosevelt and William Howard Taft. Debutantes began to have their coming-out parties shortly before World War I, and the Club has been the scene of many a brilliant wedding reception and cotillion. The swimming pool became a club feature during the early 1920's, and today on lazy summer afternoons and nights, as Atlanta society relaxes in and about the pool, automobiles doze in the driveway where horses used to paw the earth.

The Driving Club, it might be said, has always been a social rather than a golf club. It has no course, though for more than a generation tennis has been a featured sport. Indeed, some of the South's best players have been developed on its courts, including the "Mighty Atom" Bryan (Bitsy) Grant and his father, the late B. M. Grant, Sr., great-grandson and grandson, respectively, of pioneer Atlantan L. P. Grant. Other stellar Driving Club players have been former presidents Frank C. (Hop) Owens, De Sales Harrison and M. E. (Buster) Kilpatrick. Still others of championship caliber have been Malon C. Courts, State Singles Champion in 1936; Dr. Frank Kells Boland, Jr., Dr. Joseph H. Boland, Dr. William B. Armstrong, Howard McCall, Jr., Roy Collier, Jr., Zahner Reynolds and James H. Franklin, Jr.[64]

Following the 1889 sale by the Gentlemen's Driving Club to the Piedmont Exposition Company of the land comprising the present Piedmont Park, numerous State Fairs were held upon the grounds, aided from time to time by appropriations from the city. After the Cotton States and International Exposition of 1895, a movement developed to utilize the property as the site for a cotton mill, as was done in the case of Oglethorpe Park after the Cotton Exposition of 1881.[65]

In this situation a syndicate was formed, composed of B. F. Walker, Joseph Kingsbery, Humphreys Castleman and Jack J. Spalding, to purchase the stock of the Piedmont Exposition Company and prevent Piedmont Park from being turned into a mill village. The cotton mill idea was finally dissipated and the venture passed into a speculation on the value of the land.[66]

The city continued to press for the holding of annual expositions and would make yearly contributions for this purpose. Gradually the thought built up in the public mind that the city owned an interest in the property which, incidentally in 1894, was offered and refused. Therefore, after full consideration, it was decided by the syndicate, now composed of Kingsbery, Spalding and R. Lee Walker, son of B. F., deceased, to renew the offer to sell the property to the city without any profit to themselves.[67]

This time more interest was shown by the city fathers, for the park did not seem as remote in 1904 as it had in 1894. On May 23, 1904, upon motion of Councilman Martin F. Amorous, the City of Atlanta purchased Piedmont Park, a tract of approximately 185 acres, for the sum of $50,000, less the amount of any stock of the Piedmont Exposition Company that might be donated to the city by the stockholders, according to the market value thereof[68]

Immediately after the trade with the city, an intensive effort was inaugurated to secure donations of Piedmont Exposition Company stock to the city in order to secure the park. This effort was very largely conducted by Martin F. Amorous, Captain James W. English, Jack J. Spalding, and a number of others. The result was that the city paid $20,000 cash when the trade was made and soon after $18,000 additional, making a total of $38,000. Later the city paid off outstanding bonds of $60,000 against the property. On November 5, 1907, the city sold to the Piedmont Driving Club certain rights in part of Piedmont Park adjacent to the club grounds for $5,000, so that its total net outlay was $93,000.[69]

For this sum, a fraction of the park's value today, the city acquired 185 acres of land, unencumbered, with all of the improvements that had been put on it, including a vast amount of grading, also the lake, the drives, sewerage, a number of large buildings, etc.[70]

Coincidentally with the purchase of the park, in May, 1904, the city limits were extended so as to include it.[71] Since that time Piedmont Park has been improved with swimming pool, tennis courts and golf course. The old race track has become an area for baseball and softball. All in all, the city made a fine investment, one that pays dividends every day insofar as the pleasure and recreation of its citizens are concerned.

Another of Atlanta's old street names disappeared in November, 1887. At a council meeting on the 7th, Clerk Goldsmith announced, "Here is a petition for changing the name of Line Street." The petition was signed by quite a number of citizens and the ordinance, drawn by Councilman James Bell, provided for a change in the name of the street from Pryor to Ivy. The name suggested was Exchange Place.

"I don't like changing the name of part of the street. Why not change it all? Change it from Peachtree to Ivy," said Mr. Collier.

"I am not in favor of changing it at all," said Mr. Mecaslin. "That street is an old landmark, and I for one am not in favor of wiping out old landmarks."

The ordinance was amended so as to take the entire street and was adopted. Thus passed old Line Street from the local scene.[72] During the following year the block from Peachtree to Pryor was changed to Edgewood Avenue.

Throughout the month of November, 1887, the question of whether or not to continue Fulton County's prohibition law of 1885 was agitated vociferously by wets and drys. Mass meetings were held nightly in practically every available building, including De Give's Opera House, large enough to hold a crowd. Even street corners were utilized as a forum upon which to debate the question. Column after column of newspaper space was devoted to fiery argument pro and con. Both sides were determined to win a victory on Saturday, November 26th, the day designated for the election.[73]

Just prior to the election, local voters were treated to admonitions, of which the following from the *Constitution* of November 26th are typical:

THE TWO PLATFORMS

The Antis: "We want barrooms brought back to Atlanta."

The Prohibitionists: "We do not."

This is the issue. Nothing else can be made of it. Voter, choose between these two platforms.

MAKE IT DECISIVE

A careful, detailed canvass of every ward and district shows that the prohibitionists have a safe majority of nearly one thousand votes.

Rally to the polls this morning and make the majority 1500, so that the day's work will be decisive and the liquor crowd will never lift its head in Atlanta again.

Vote Anti-Prohibition and end the reign of fanaticism and hypocrisy.

No mechanic or laboring man was invited to speak at any of the prohibition meetings.

The "kidgloves," who have money enough to keep private barrooms want to deprive the poor man of the same privilege. VOTE FOR THE SALE.

When the voting was over Fulton County had gone wet by a majority of 1,122. The total vote was 9,244, of which the wets polled 5,183 and the drys 4,061. The antis carried every ward in the city, the majorities ranging from 74 in the second ward to 216 in the fourth. The antis also carried all the voting precincts outside of the city with the single exception of South Bend. The majorities in the county precincts ranged from 9 in Collins' District to 101 in Cook's.[74]

The night before election day was, in many respects, the counterpart of that preceding the first prohibition election in 1885. All night long white men and colored men roamed the streets. They were afraid to go to sleep, for each wanted to be among the first at his polling place. It was a part of the plan of campaign of the prohibitionists to take possession of the polls when they were opened, and thus get in their votes early. The plan was carried out to the letter in every ward. For the first two or three hours the dry tickets were largely in the majority, but toward noon the tide began to change, and during the afternoon hours the wets had a majority of the votes cast.[75]

There was a good deal of excitement in different parts of the city when it was announced that Hon. J. Tyler Cooper, mayor of Atlanta, had openly voted a "dry" ticket. Mayor Cooper had always been an anti-prohibitionist, and it was no wonder that the report caused a good deal of comment. It was spread by the prohibitionists, but the facts show that Mayor Cooper did exactly the opposite. He voted in the fifth ward at about noon, and voted an open "wet" ticket, for which he was loudly cheered by those about the polls. There were rumors about alleged shooting scrapes and fights around the polls, but none were based on fact.[76]

As the hour for closing the polls drew near, it became more and more evident that the wets had won the fight. This opinion became a certainty when the official report of the complexion of the country districts became known, and the enthusiasm of the anti-prohibitionists became intense. Bands played, "wet" men marched about the streets and, for the most part, spent their time in yelling as hard as they knew how.[77]

Atlanta's prohibition experiment had failed simply for lack of public support. In 1887 there were no hard liquor saloons in the city. In 1888 there were forty.[78]

Atlanta, child of the railroads, became host to yet another line, as late in 1887, the Atlanta & Florida was partially opened to traffic. Reported the *Constitution* on December 29th:

> "The Atlanta & Florida railroad was practically opened yesterday. At 7 o'clock the first passenger train passed over the road from Atlanta to Fayetteville, the terminus of the first division of the road. The road is now completed a distance of 27 miles, and the workmen are pushing forward the work rapidly. Trains will soon be running to Woolseyville, 32 miles, and by the first of June they will go to Fort Valley. The train that went from Atlanta yesterday morning was a regular passenger train, consisting of a locomotive, a baggage and mail coach and two passenger coaches. For several days a freight train has made trips from Atlanta to Fayetteville. This road travels nine of the richest counties in Georgia. It cuts through a populous region and is sure to be one of the most important railways in the State. It will be a valuable feeder for Atlanta. Mr. John N. Dunn,[79] president of the road, has frequently published statements concerning the importance of the road. He is brim full of enthusiasm over the completion of the first section of the road. . . .
>
> "When finished it will be thoroughly equipped with rolling stock. The officers of the road have made an arrangement with the East Tennessee, Virginia and Georgia Railroad, whereby they will use the latter's freight house and station building. The passenger trains will leave the East Tennessee passenger station in Atlanta. No regular schedule has been published yet, but one will be announced in a few days. The opening of the Atlanta & Florida Railroad is regarded as a most important event."

Eight years later the A. & F. became part of the Southern Railway System, thereafter being known as the Fort Valley branch until its discontinuance several years ago. As the present-day motorist drives along Brown's Mill Road between Lakewood Heights and Hapeville, he may still see remnants of the old A. & F. right-of-way, which crossed the road at grade or ran parallel thereto at several points. Some will even remember the little ten-wheelers that pulled the wooden locals of yesteryear along this pastoral line, killed by paved roads and the auto.

Among the old and well-known citizens who answered the final summons in 1887 were Henry G. Kuhrt, Sr., president of the Atlanta City Brewing Company, native of Saxony, resident of Atlanta since 1859, and for many years a member of the well-known firm of tobacconists, Beerman and Kuhrt; Ernest M. Word, of Decatur, a member of the State Senate from the 34th senatorial district; Judge James Jackson, Chief Justice of the Georgia Supreme Court, succeeded by Logan E. Bleckley; Colonel John T. Grant, a native of Greene County, Georgia, graduate of the University of Georgia, railroad builder and founder of the well-known and substantial Atlanta family now headed by his great-grandson, John W. Grant, Jr.; Pinkney H. Randall, pioneer North Fulton County settler, proprietor of Randall Mill on Nancy Creek and grandfather of the late Randall brothers, of the coal and lumber firm; Dr. John G.

Westmoreland, pioneer physician, former resident of Pike County and founder of the Atlanta Medical College; the Rev. William M. Crumley, for 53 years a minister of the Methodist Episcopal Church, native of Laurens Court House, South Carolina, and former pastor of Trinity Church, Atlanta; Willis L. Wells, a resident of Stone Mountain for more than 50 years; Judge Osborne A. Lochrane, former Chief Justice of the Georgia Supreme Court, a native of County Armagh, Ireland, and one of the most eloquent advocates ever to grace the Atlanta bar; Miles G. Dobbins, former Atlanta banker, who died at Cass Station, Georgia; Major John Y. Flowers, a captain in the Confederate Army and the founder of a well-known family in the Doraville section of De Kalb County; Ira Oliver McDaniel, father of ex-Governor Henry D. McDaniel, pioneer Atlanta cotton merchant, farmer, and native of Pendleton District, South Carolina; Dr. Valentine H. Talliaferro, noted physician and surgeon, born in Oglethorpe County, Georgia, and father-in-law of the late Dr. George H. Noble, of Atlanta; Judge Berry Ragsdale, a pioneer of the Panola section of De Kalb County, who sacrificed five sons upon the altar of the Confederacy; Gustavus J. Orr, State School Commissioner of Georgia since 1872 and one of the fathers of public education in the State; Edward Harper, a pioneer citizen of the South Bend District.[80]

Certainly one of the most untimely and tragic deaths of 1887 was that of Charles D. Horn, of the firm of Miles & Horn, then engaged in erecting Georgia's State Capitol building. Mr. Horn was born in Pottsville, Pennsylvania, and came to Atlanta in 1884 from Toledo, Ohio, where he had been a successful contractor and builder for some years. During his brief residence in Atlanta, he had become a factor in its business and social life. Among the enterprises in which he was interested were the Atlanta Bridge Works and the Georgia Marble Company. He was a director of the Piedmont Exposition Company and an original member of the Gentlemen's Driving Club.[81]

During the course of a business meeting on August 7th in room 203 of the Kimball House, Horn was shot and killed while engaged in the role of peacemaker between Sam Venable and A. B. F. "Bud" Veal, of Stone Mountain. Veal's shot, intended for Venable, struck Horn in the head. The rising young builder and business man was dead at 38. Two of his daughters, Nellie and Hortense, became the wives of Roby Robinson and Albert S. Adams, respectively.[82]

The patriarch of the local death roll for 1887 was Judge William Ezzard. This venerable citizen was born the year George Washington died, 1799, in Abbeville District, South Carolina. He saw both Decatur and Atlanta grow from scratch, having settled at the former place in 1822, before the town was laid out. For 28 years he practiced law in Decatur, and during the early 1840's served as judge of the superior court of the Coweta Circuit. In 1850 he moved to Atlanta where he continued his efforts at the bar, with Judge John Collier as a partner. Judge Ezzard served as mayor of Atlanta in 1856 and 1857; again in 1860, and finally in 1870. He was a conscientious, Christian gentleman, and for many years lived on the present site of the Piedmont Hotel. He died March 25, 1887, and was buried on the family lot in Oakland Cemetery. His grave has never been marked, but like the epitaph on the grave of an old citizen of Boston in Granary burying ground, the same can be said of Judge Ezzard:

"Praises on tombs are vainly spent,
A good name is his monument."[83]

NOTES—CHAPTER 65

[1] *Atlanta Constitution,* Dec. 1, 1886.
[2] *Ibid.,* Nov. 1-Dec. 2, 1886; *City Directory,* 1887.
[3] Reed, *Atlanta,* 267; *City Directory,* 1887.
[4] *City of Atlanta, World's Fair Series on Great American Cities* (Louisville, Ky., 1892-93), 110; "Garrett's Necrology."
[5] Reed, *Atlanta,* 268.
[6] Form letter dated Jan. 29, 1952, signed by Wm. B. Hartsfield, Mayor, sent to all new citizens of the city acquired by virtue of the city limit extension of Jan. 1, 1952, in conformity with the "Plan of Improvement."
[7] Commission Books, Dept. of Archives and History, Atlanta.
[8] Cooper, *Fulton County,* 709.
[9] Commission Book, Dept. of Archives and History, Atlanta.
[10] Known for many years as the Houston Mill property and located on Houston Mill Road, northeast of Emory University.
[11] *De Kalb Chronicle,* Feb. 10, 1887.
[12] *Ibid.,* Sept. 1, 1887.
[13] *Ibid., June* 30, 1887.
[14] *Ga. Laws,* 1887, p. 488.
[15] Father-in-law of Mrs. M. L. Brittain, wife of the beloved late president of Georgia Tech.
[16] C. H. Hazelwood, Church Clerk, "History of West End Baptist Church." Typescript furnished by the author to Franklin M. Garrett, 1952.
[17] Hazelwood, "West End Baptist Church," *loc. cit.*
[18] *Ibid.*
[19] *Ibid.*
[20] Reed, *Atlanta,* 428.
[21] *Ga. Laws,* 1886, p. 78; Reed, *Atlanta,* 428.
[22] *Ga. Laws,* 1887, p. 387; Reed, *Atlanta,* 428.
[23] City directories, 1888-1891.
[24] "Garrett's Necrology."
[25] Jack J. Spalding, "Piedmont Driving Club," Annual Rules and Membership Book, 1937; Margaret Turner, "Piedmont Driving Club Is Home to 72-Year Old Atlantan," *Atlanta Journal,* Aug. 3, 1947.
[26] Elinor Hillyer, "How Driving Club Started," *Atlanta Journal Magazine,* Sept. 18, 1927.
[27] *Atlanta Constitution,* Mar. 22, 1887.
[28] *Ibid.,* Apr. 13, 1887.
[29] The Governor lived at Kirkwood in De Kalb County.
[30] *Atlanta Constitution,* April 20, 1887; Jack J. Spalding, "Piedmont Park," *A.H.B.,* XI (Sept. 1937), 6.
[31] *Atlanta Constitution,* April 20, 1887.
[32] Spalding, "Piedmont Park," *loc. cit.,* 7.
[33] Spalding, "Piedmont Driving Club," *loc. cit.*
[34] *Ibid.*
[35] Oct. 9, 1887.
[36] 1828-1890. Member of Congress from Pennsylvania and Speaker of the House. A leader in fraternity and reconciliation after the War Between the States.
[37] *Atlanta Constitution,* Oct. 11, 1887.
[38] Nixon, *Henry W. Grady,* 264.
[39] *Atlanta Constitution,* Oct. 18, 1887.
[40] *Ibid.*
[41] *Ibid.,* Oct. 19, 1887.
[42] *Ibid.*
[43] *Ibid.*
[44] *Ibid.*
[45] *Ibid.*
[46] *Ibid.;* Mrs. E. Bates Block (neé Julia Porter) "Atlanta's Most Elaborate Luncheon." *Atlanta Journal Magazine,* Sept. 12, 1937.
[47] *Atlanta Constitution,* Oct. 19, 1887.
[48] *Ibid.*
[49] *Ibid.*
[50] *Ibid.,* Oct. 20, 1887.
[51] Still standing, 1952.
[52] *Atlanta Constitution,* Oct. 20, 1887.
[53] *Ibid.*
[54] *Ibid.*
[55] *Ibid.,* Oct. 23, 1887.

[56] Spalding, "Piedmont Driving Club," *loc. cit.*

[57] *Ibid.*

[58] A painting of which, by Artist Wilbur G. Kurtz, adorns the present Club bar.

[59] Spalding, "Piedmont Driving Club," *loc. cit.*

[60] *Ibid.*

[61] *Ibid.*

[62] Records, Piedmont Driving Club.

[63] Spalding, "Piedmont Driving Club," *loc. cit.*

[64] "Piedmont Driving Club," *American Lawn Tennis Magazine, June,* 1944.

[65] Spalding, "History of Piedmont Park," *loc. cit.,* 10.

[66] *Ibid.,* 10-11.

[67] *Ibid.,* 11.

[68] *Ibid.*

[69] *Ibid.,* 12.

[70] *Ibid.*

[71] *Atlanta Journal,* May 24, 1904.

[72] *Atlanta Constitution,* Nov. 8, 1887.

[73] *Ibid.,* Nov. 1-26, 1887.

[74] *Ibid.,* Nov. 27, 1887.

[75] *Ibid.*

[76] *Ibid.*

[77] *Ibid.*

[78] City directories, 1887-1888.

[79] Prominent Atlanta wholesale grocer and a pioneer resident of West End, for whom Dunn Street in that community was named.

[80] "Garrett's Necrology."

[81] *Ibid.*

[82] *Ibid.*

[83] *Ibid.*

CHAPTER 66

1888

THE municipal election of December 7, 1887, resulted in the appearance of two new aldermen-at-large in council, and one new councilman from each ward. Albert Howell and Jacob Haas defeated H. C. Stockdell and T. D Meador for the aldermanic positions. The new councilmen were: First ward, James M. Stephens, manager Western Union Telegraph Company; second ward, Paschal J. Moran, editor, *Constitution;* third ward, James G. Woodward, printer, *Evening Journal;* fourth ward, Sampson A. Morris, grocer; fifth ward, Andrew P. Thompson, hardware merchant, and sixth ward, Martin F. Amorous, general manager, Atlanta Lumber Company.[1]

In addition to Mayor Cooper and Council, Atlanta's official family for 1888 was composed of the following:

CITY OFFICERS: Clerk, J. H. Goldsmith; marshal, James W. Loyd; auditor and recorder, James A. Anderson; city attorney, John B. Goodwin; tax receiver and collector, David A. Cook; treasurer, Robert M. Farrar; city engineer, R. M. Clayton; messenger, Jacob Morris; sexton, W. A. Bonnell.

POLICE DEPARTMENT: Commissioners, J. W. English, W. T. Goldsmith, John Stephens, E. W. Martin, W. H. Brotherton. Chief of Police, Arthur B. Connolly. Captains, William M. Crim, W. Pink Manley, E. F. Couch and J. W. Mercer.

FIRE DEPARTMENT: Chief, W. R. Joyner. Foremen, Jacob Emmel, T. W. Haney, M. R. Murray, H. P. Haney and W. H. Clowe.

BOARD OF HEALTH: Drs. W. S. Armstrong, J. B. Baird, J. F. Alexander, W. M. Curtis, and Mr. Aaron Haas.

WATER COMMISSIONERS: C. C. Hammock, H. C. Erwin, W. M. Middlebrooks, M. L. Collier, Zachariah H. Smith, Joel Hurt; W. G. Richards, superintendent.

BOARD OF EDUCATION: President, W. A. Hemphill; Vice-President, John T. Glenn; Treasurer, R. J. Lowry; Secretary and Superintendent, William F. Slaton; E. J. Roach, M. C. Blanchard, A. L. Kontz, T. L. Bishop, David Mayer, D. A. Beatie, Hoke Smith, P. J. Moran, A. L. Greene, George S. Cassin, W. S. Thomson, W. R. Hammond, W. M. Bray, J. E. Brown, L. P. Grant, and John T. Cooper, Mayor, *ex-officio.*

COMMISSIONER, PUBLIC WORKS: Michael Mahoney. Clerk, Clarence E. Moore.

ASSESSORS: Thomas J. Malone, David A. Cook, and Charles D. Meador.[2]

The Board of Health had its hands full during August, 1888, when the city became host to a large influx of refugees from Jacksonville, Florida, where a yellow fever epidemic held sway. While there was no rigid quarantine against those seeking safety from the dread disease, yet proper precautionary measures were taken to prevent it from securing a foothold in the city. Beginning on August 14th, every passenger train coming into Atlanta was carefully inspected by a physician, one being assigned to each of the railroads. Suspicious cases were promptly quarantined. A special fund of $5,000 was appropriated by council to be used in the work of prevention. Happily, however, no actual case of yellow fever was brought here, nor did a single case develop among the thousands of refugees who passed through, or who remained in Atlanta.[3]

A notable event in local legal circles took place on April 28, 1888, when, with some 100 lawyers present, the Atlanta Bar Association was organized. The constitution thereof was drawn by Judge John L. Hopkins. First officers, elected unanimously, were: Judge Hopkins, president; Nathaniel J. Hammond, first vice-president; Edwin N. Broyles, second vice-president; Walter H. Rhett, secretary. The original executive committee was composed of John B. Goodwin, William S. Thomson and Thomas P. Westmoreland.[4]

A fee bill, unanimously adopted by the association was drawn by a committee composed of Hoke Smith, Eugene M. Mitchell, Walter R. Brown, Adolph Brandt, Hubert L. Culberson, William P. Hill, Wellborn M. Bray, Albert H. Cox and W. M. Haight.

The organization was chartered by order of Judge John T. Pendleton, of Fulton Superior Court, on September 8, 1906, under a charter drawn by Clifford L. Anderson, Walter W. Visanska, E. Marvin Underwood, James L. Key and Alexander W. Stephens. Organization under this charter was effected on September 15, 1906, and the officers then elected were: John L. Hopkins, then 78 years old, president; Benjamin F. Abbott and Clifford L. Anderson, vice-presidents; W. P. Hill, secretary-treasurer; and an executive committee composed of Sanders McDaniel, Eugene M. Mitchell, Charles D. Hill, Reuben Arnold and Alex W. Smith.[5]

The reading tastes of Atlantans, with the money to collect books and the leisure to read them, is indicated by a survey of private libraries made by the *Constitution* on June 24, 1888:

"Atlanta may be behind in not having a hospital[6] and an art gallery, but she can boast of some very fine private libraries.

"The most valuable and complete library in the South is that of Mr. James M. Couper [of No. 5 Ponce de Leon Avenue]. Mr. Couper's father was a lover and collector of rare books, and the son has carefully preserved the fine estate of wit and wisdom left to his keeping. Mr. Couper also has many rare and valuable works of art. . . .

"In a library of so many interesting volumes . . . only a mention of many interesting and beautiful books can be made. There are all the standard histories and classics, Gelpin's works in ten volumes, a translation of Cicero's works in twenty-two volumes, all the famous old diaries, Boydell's Shakespeare in six volumes, complete editions of the standard English, American and French novels, full set of the Delphinic Classics, four volumes of Virgil in vellum, all the Latin, English and French poets, the English and American magazines and reviews—everything, in fact, that a student and lover of good books could desire.

"Dr. James G. Armstrong [of 11 Baltimore Place] has the finest theological and philosophical library in the city. . . .

"Mr. W. D. Grant [of 320 Peachtree Street], who is a great and progressive student and reader of books, has a complete library most carefully selected and arranged. The handsomely bound and assorted volumes betray the man whose love for books makes them a part of himself.

"He has all the best sciences and histories, the Greek and Latin philosophers and poets, all the English and American poets, the *Harvard Shakespeare,* the works of Charles Lamb, the *Iliad,* Dante's *Divine Comedy* and *Faust,* all exquisitely bound in red morocco. He has the only complete set of Howells' novels that I've seen in the city. Then, in the same case with his novels is a complete set of Hans Andersen's works, beautifully bound. It is a library to give pleasure to the mind and eye. When books are kept in chaos, people are often too lazy to hunt out the authors they want, but in this orderly, well arranged place, even a non-book lover would be drawn into the spirit of books.

"Mrs. [Livingston] Mims says very modestly that she has no library to speak of. But she has the best collection of books ever made by a woman. She has a fine collection of French novels—a collection guided by a fine taste that admits only the purest and most ideally beautiful work of French authors. . . . A very handsome autograph edition of Oliver Wendell Holmes' *Last Leaf* was brought out some years ago in Boston, and one of these rare books was presented to Mrs. Mims. The poem is illustrated in Abbey's style with etchings and engraving by Boston artists, and the binding of ivory and gold is a delightful piece of artistic work. Some of the folio editions of French art are very beautiful. Mrs. Mims has a handsome bookcase with a romantic history. It is of carved French oak and was in Byron's room at Genoa.

"An evening was spent delightfully in the library of Captain Harry Jackson [on Capitol Square]. He is an enthusiastic lover of good books and has collected about him the best authors in every field. Besides his own selections he has many valuable works belonging to his father-in-law, General Thomas R. R. Cobb. . . .

"This library contains all the noted diaries, histories, novelists, poets and scientific works; all the valuable works on the subject of the late war, a complete set of the *Georgia Reports,* Bishop Burnett's *History of His Own Times,* a beautiful edition of Carlyle, published by Estes and Lauriat, Miss Mulbach's works, the *Spectator,* everything Canon Fairar has written, all of Daniel Webster's works, *Lives of the Chief Justices and Lord Chancellors of England, Letters of Junius,* Littel running back twenty years, *Scribner's* and *North American Review,* bound from time of publication, all the British essayists, and all the finest commentaries on the Bible. . . .

"Mr. [Henry W.] Grady said: 'I have no classified library I buy my books when I want to read them, and I read everything interesting that comes along.

" 'I think *Les Miserables* the grandest novel ever written. I like Fielding. *Tom Jones* is a great book. *The Newcombs* is a great novel, and Colonel Newcomb is the finest gentleman I've ever known. I love Dickens, and read all good histories. Like historical reading better than any other.'

"Mr. Grady is one of the fastest readers living. He reads a book in one-eighth the time taken by other people, and when he takes up a book he doesn't put it down until finished. He takes it to the table if he reads during the day, and, if he commences a long work in the evening, he reads until he finishes it the next morning. He is fond of current fiction, and keeps up with all the novels of the day. He has a splendid, useful, working library containing all the scientists and philosophers, histories, ancient and modern, biographies, encyclopedias, all the war histories, etc., the standard novelists and poets, and a good collection of light literature. He owns the original manuscript of Colonel Jones' *History of Georgia,* and the proof sheets of President Davis' *History of the War.*

"The most interesting thing in his library is an old scrapbook containing editorials written in his teens—articles of which any middle-aged literary man might be proud."[7]

During the summer of 1888, at the time the library survey was made, Grady was engrossed in plans for the Piedmont Chautauqua, another notable piece of showmanship and civic service.

The institution of the Chautauqua had attained great popularity in the United States since 1874, when the first Chautauqua Institution was founded on the shores of Lake Chautauqua, New York, to promote the training of Sunday-school teachers. Since then some 42 other Chautauquas had been organized in various parts of the country.[8]

(Courtesy Atlanta Historical Society)

Piedmont Chautauqua, Lithia Springs, between Austell and Douglasville, 1888. Henry W. Grady and other noted speakers of the day inspired large crowds, gathered in these buildings and on the grounds of this popular resort

The Piedmont Chautauqua, patterned after the original, was largely the inspiration of Grady. In March, 1888, he called a meeting to explain the movement to a group of Atlantans. A plan was evolved for asking 200 citizens to subscribe $100 each toward the undertaking, after which the Piedmont Chautauqua was incorporated, with Marion C. Kiser, wealthy wholesale shoe and dry goods merchant as president, and Grady as vice-president.

The site selected for the new enterprise was the little resort town on the Georgia Pacific Railroad, then known as Salt Springs, though now and for many years past it has been called Lithia Springs. A spring-fed stream offered possibilities for an artificial lake and other attractions. Salt Springs already had one resort hotel, advertised as "the most sumptuous summer hotel in the

South," and the promoters of the Chautauqua proposed to erect two smaller hotels. In addition, plans called for a classroom building, a restaurant accommodating 1,000 persons, and a tabernacle seating 7,000. Lots for summer cottages were staked out and offered for sale, space was provided for various outdoor sports, and the stream was dammed to provide boating and swimming facilities. The Georgia Pacific promised to run special trains, making the 21-mile run from Atlanta to the grounds, three miles west of Austell, in 35 minutes.[9]

The Chautauqua announced that it would have instructors in Bible, English, foreign languages, the natural sciences, the fine arts, physical education, and "every chair of a first-class university." The entire curriculum cost $10. Any single department was open for a $5 fee.[10]

Grady realized that the success of the Chautauqua hinged, not upon the relatively small number expected to register for classes, but upon the size of the crowds coming out for special attractions at night and for Sunday sermons. A number of celebrities were signed up for the program. Congressmen William McKinley and Roger Q. Mills came down from Washington to give Georgians contrasting views on the tariff, then a particularly warm issue. Dr. Talmage delivered his lecture on *The Bright Side of Things;* and Thomas Nelson Page gave a reading of his *Unc' Edinburg's Drowndin'.* There were sermons, chalk talks and scientific demonstrations by lesser personalities. A "Hungarian orchestra" gave daily concerts, and several larger bands appeared from time to time. Four leading manufacturers of fireworks produced striking displays in competition for the "Chautauqua championship" and a $1,000 prize.[11]

July 4, 1888, was selected as an appropriate day upon which to open the Chautauqua grounds, the featured event being a barbecue. President Kiser was slated for an address of welcome. Successful business man, sterling citizen and civic leader though he was, the President was no public speaker nor did he profess to be. Born and reared on a Fulton (old Campbell) County farm, he had had limited educational advantages. As a young man he had lived at Powder Springs, not far from Salt Springs, and had, in fact, begun his mercantile career there in a store owned by two older brothers, W. J. and M. P. Kiser.[12]

Henry W. Grady, Jr., and his young friend and future brother-in-law, Eugene R. Black, were ticket-takers upon the occasion of the Chautauqua opening. Both recalled an incident in connection with President Kiser's address of welcome. The speech had been written out in advance by Grady, but when Kiser rose he fumbled around in his pockets without being able to find the manuscript. Finally, he looked out upon the crowd and began hesitatingly by saying: "Right down thar is whar I used to hunt foxes." Not being able to think of any further extemporaneous remarks, he turned to those closest to him and asked: "Whar's Grady?" The *Constitution* of the next morning reported that "President Kiser's speech was a model of good sense and good humor, well and briefly expressed. It was just such a sensible talk as was to be expected from so sensible a man."[13]

The Chautauqua's largest crowd assembled on August 28th to hear the closing address by its impresario, Grady, on the subject of *Cranks, Croakers and Creditors.* The "cranks" were identified as those who started the enterprise, the "croakers," the fault-finders who predicted its failure, and the "creditors" those whose patience and cooperation enabled the Chautauqua to weather a successful season.[14]

The primary purpose of the Chautauqua was the diffusion of knowledge. Grady believed so firmly in this objective that he personally advanced $5,000 to complete the buildings, and $2,500 toward making up a deficit on the teachers' salaries. Certainly the idea for a Chautauqua in Atlanta was sound, though the directors erred in locating it so far from the city—because some of the backers happened to own land there. In spite of this handicap, however, the Piedmont Chautauqua continued for many years to carry on the work Grady had started.[15]

On October 7, 1888, twelve-year-old Nellie Inman[16] pulled the switch that set the machinery of the Georgia School of Technology in motion.[17] Her act was the culmination of a project born in May, 1882, during a conversation at Macon, Georgia, between Major John Fletcher Hanson, later President of the Central of Georgia Railroad, and Nathaniel Edwin Harris, later governor, soon to be a representative in the State Legislature from Bibb County.[18]

During the course of a walk, Hanson remarked to Harris: "The State of Georgia needs a Technological School, but I am afraid she will never get it, as it would take a million dollars to establish it." Harris, not being familiar with the word "technological," asked Hanson to explain what was intended by such a school. After the explanation Harris said he would rather be the author of a law establishing such a school than to be Governor of Georgia. Major Hanson then responded, "Well, why don't you be the author?"[19]

After further discussion, it was agreed that Mr. Harris would make the race for the legislature on the issue. The race, with strong support from the press, was successful, and when the General Assembly met later in the year, Representative Harris, on November 24, 1882, introduced a resolution authorizing the appointment of a committee of seven by the Speaker of the House to investigate the question of technical education. It was adopted on December 8th, the committee later being increased to ten.[20]

The committee was asked to visit the leading engineering institutions of the country, which it did, its findings being reported at the summer session of the legislature in 1883. A bill for creating the school was then introduced, but was defeated. The bill, in fact, inspired bitter opposition. Indeed, the reasons were historical. The financial stringency occasioned by the War Between the States and the Reconstruction period was still keenly felt. The State had been plunged into debt under carpetbag and Negro domination. Consequently, when the old leaders regained control and drafted the Constitution of 1877, they made it difficult to incur debt for education or almost anything else. As Bob Toombs said on leaving the hall on the last day of the convention, "We have locked the door of the Treasury and have thrown the key away." For some years after it was a Herculean task to secure State funds, even for primary or secondary education. As for the colleges, the constitution provided "that donations might be made to the university [at Athens] and its branches from time to time if the condition of the treasury warranted it."[21]

But the supporters of a technological school did not give up. The measure was appealed to the people of the State and it became one of the chief issues in the election of members to the next legislature. Representative Harris reintroduced the bill, and this time it was passed on October 15, 1885. To support the school the legislature appropriated $65,000. The first board of commissioners, appointed by Governor McDaniel, included the indefatigable Harris, S. M. Inman, of Atlanta; E. R. Hodgson, of Athens; O. S. Porter, of Covington, and Columbus Heard, of Greensboro.[22]

An insight as to why the measure finally passed the legislators may be gathered from an extract from "An Act to establish a technological school." It provided:

". . . That there shall be established in connection with the state university and forming one of the departments thereof, a technological school for the education of students in the industrial arts.

". . . That there shall be one beneficiary for each representative in the General Assembly from every county in the state, selected by the board of education in each county on competitive examination, and who shall be first entitled to the benefits of said school."[23]

The Act provided for competitive bids from various sections of the State. Five cities—Athens, Atlanta, Macon, Milledgeville and Penfield—offered bids for the new school. On October 20, 1886, Atlanta was chosen as the location. Indeed, many prominent Atlantans had contributed to the fund for the school.[24]

The late Martin F. Amorous, in a letter many years later to Dr. M. L. Brittain, described a meeting called by Henry Grady for the purpose of discussing the Georgia Tech project:[25]

"The legislature appropriated $65,000 to establish a school of technology in the county that would subscribe the largest sum for the purpose. Governor Nat Harris was appointed chairman of a committee on location. Henry Grady called a meeting of 25 or 30 business men in Atlanta and told us of the project.

"Somebody asked him what was a school of technology and he laughed and said, 'I do not know.' Mr. Jacob Elsas rose and said that it was a school to train our boys in electrical and mechanical engineering. He said, 'We are selling our old raw materials at $5 a ton to states that have trained engineers who fabricate it and sell it back to us at $75 and $100 a ton, and I was intending to send my son to the Massachusetts Institute of Technology.'

"I then arose and said I would subscribe $1000 to the location fund, and every man in the room, some 25 or 30, subscribed $1000 each and we appointed a committee to solicit others. Frank P. Rice was appointed to see Mr. Richard Peters for the land, and Mr. Peters donated four acres [to which five more were soon added by purchase from the Peters Land Company]. I was appointed to see the mayor of Atlanta, and from him and the council I got a subscription of $2500 annually as a maintenance fund. Our Atlanta total subscription was a very large sum, far more than that of any other city, and it secured the location in Atlanta."

Professor M. P. Higgins, of the Worcester Institute, was secured to supervise the new work. The original Academic building, still standing upon the central hill of the campus, was erected in 1888 at a cost of $80,000. The original shop building, just west of the Academic building, was also erected in 1888, but burned in 1892 and was soon replaced.[26]

By October 7, 1888, everything being in readiness, installation ceremonies were held that evening in De Give's Opera House. A large crowd assembled with first President Isaac Stiles Hopkins, formerly head of Emory College at Oxford, as master of ceremonies. Nathaniel E. Harris, whose tireless work in the legislature had made the school possible, made the opening speech, and closed with the following remarks: "Sir, our work is done and with our hands outstretched in blessing and in prayer, we commit the child to the keeping of that great people into whose favor and affection it must now struggle to make its way."[27]

He was followed by Judge John J. Gresham, chairman of the University Board of Trustees; Governor John B. Gordon, Dr. H. C. White, of the faculty, and Henry W. Grady. Grady pointed to Georgia's need, and her undeveloped resources, all waiting for the hand of the skilled engineer and artisan to develop them. He said the school had this duty on its shoulders, would discharge it to the people, and in future years they would rise up and bless its founders for their efforts in behalf of the State.[28]

The original faculty of Georgia Tech, as set forth in the first annual catalog, for 1888-1889, was composed of the following:

Isaac S. Hopkins, Ph.D., D.D., President and Professor of Physics.
Lyman Hall (West Point), Professor of Mathematics.
W. H. Emerson, Ph.D., Professor of Chemistry.
J. S. Coon, A.M., Professor of Mechanical Engineering.
Milton P. Higgins, B.S., Superintendent of Machine Shop.
Rev. Charles Lane, A.M., Professor of English Language and Literature.
R. S. Shepherd, A.M., Professor of Freehand and Mechanical Drawing.
Wm. H. E. Duncan, Foreman in Machine Shop.
G. E. Cassidy, Foreman in Wood Shop.
Horace Thompson, Foreman in Blacksmith Shop.
A. S. Buzzell, Foreman in Foundry.[29]

The enrollment for the first year comprised 130 students, 129 from Georgia and one from Chattanooga, Tennessee. Nearly all, naturally, entered the apprentice class, as the freshmen were then called. Next above these were the juniors, corresponding to the present sophomore class. Then came the middle class and finally the seniors. The original members of the junior class were:

Percy C. Brooks, Edgewood, Georgia.
William Davidson, Columbus, Georgia.
Oscar Elsas, Atlanta, Georgia.
William H. Glenn, Atlanta, Georgia.
J. D. Goldsmith, Atlanta, Georgia.
J. H. Jones, Atlanta, Georgia.
J. B. McCrary, Senoia, Georgia.
J. S. Moore, Thomasville, Georgia.
C. M. Pritchett, Cartersville, Georgia.
T. S. Setze, Marietta, Georgia.

Original members of the middle class were:

G. G. Crawford, Wilkinson County, Georgia.
H. L. Smith, Conyers, Georgia.[30]

Smith and Crawford became the first graduates of Georgia Tech. The latter went on to become head of the Tennessee Coal, Iron and Railway Company, of Birmingham, and was voted Alabama's first citizen.[31]

Beneath their outer coating of nonchalance, conscientious Georgia Tech students of the 1890's must have harbored a strange assortment of fears as they glided across the campus on their bicycles, attired in their high, stiff collars, their pistol-legged breeches and their pert black bow ties. Always they were confronted with the unpleasant thought that should they dismount from their "wheels," for walking, calling or other purposes, except in cases of emergency, they would, of all things, be dismissed from school.[32]

That was a rule—laid down in black and white in the dormitory regulations of 1896. But that was only one. There were many others equally strict and exacting. The modern "Joe College" would shudder if he were bound by such restrictions. No doubt he would protest. He might even revolt. But the boys of the 90's obeyed, or else they got out.

Today Georgia Tech students come and go much as they like. Their principal concern is to be present at classes. But in the 90's a student could not leave the school property without permission, except to visit the ball ground or to walk on North Avenue between Plum and West Peachtree streets during day hours. Requests for permission to be off limits had to be submitted in writing to the professor in charge before 8 o'clock in the morning. The student stated in his request the hours desired for departure and return and where he wished to go, giving the name and street number. If he left before the hour of departure or returned after the leave expired, he was punished by expulsion from school.[33]

No leaves were granted for theaters, or during the week for religious exercises without written requests from parents. Students, however, were allowed to exercise on their "wheels" during vacant periods without permit, the limits being on North Avenue from Plum to Peachtree and on Peachtree from Ellis Street north.

But woe be unto the student who happened to be a "sleepy-head." The rising bell tolled at 6:30 o'clock every morning except Sunday. And there was no time for rubbing half-closed eyes and turning over and grabbing another brief "snooze," for rooms had to be in order, beds made up, floors swept, and students dressed at 6:55 o'clock, when the inspection bell rang.[34]

The bell for breakfast rang at 7:05 o'clock. Thirty minutes after supper the bell rang for call to quarters, when all students had to seek the solitude of their rooms for study. Five minutes after the call to quarters no visiting was permitted without special permission. Visiting was restricted to Friday, Saturday and Sunday nights. At 10:15 o'clock all lights went out and the students had to be in bed when the final bell pealed at 10:30 o'clock.[35]

Within dormitory rooms the students likewise ran into a bulwark of regulations. Those found with playing cards in their possession were required to leave the dormitory. The same punishment was meted out to anyone found with intoxicating liquors. Possession of firearms was also grounds for expulsion. Another strange rule declared that "students will not be allowed to use bathroom after call to quarters except on Fridays, Saturdays and Sundays when bathroom will remain open until 8 P.M."[36]

A fee of one dollar was charged for each visit of a physician,. and in case a student was taken sick during the day he was supposed to report immediately to the president. Residents of Georgia were not required to pay any tuition in the early days, although those outside of the state had to pay $150. An annual fee of $20 was levied on every student however. Religious development was a serious consideration. Each student was required to attend some church on Sunday. Chapel exercises were held each morning and attendance was mandatory.[37]

Early buildings erected on the campus, aside from the Academic building, were the Old Shop building in 1892 at a cost of $40,000; Knowles dormitory, in 1898, $55,000, named for Clarence Knowles of Atlanta, who was instrumental in securing an appropriation of $20,000 from the Legislature for building dormitories and equipping a Chair of Electrical Science; Textile building, also in 1898, and the Swann dormitory in 1900, costing $60,000, and named for James Swann, a benefactor of the school.[38]

Dr. I. S. Hopkins continued as President of Georgia Tech until 1896 when he resigned and was succeeded by Dr. Lyman Hall, professor of mathematics and a graduate of West Point. Hall died in 1905, and to succeed him the trustees elected Dr. Kenneth G. Matheson, then professor of English at the school. He continued as president until April 1, 1922, when he resigned to become president of the Drexel Institute in Philadelphia. N. P. Pratt, chairman of the executive committee of the board of trustees, served as administrative executive *ad interim* for four months, until the board elected Dr. Marion L. Brittain president, effective August 1, 1922. Dr. Brittain served until July 1, 1944, when the present incumbent, Dr. Blake R. Van Leer, succeeded him.[39]

Governor Nathaniel E. Harris, whose early legislative efforts made Georgia Tech possible, served as chairman of the Board of Trustees until his death in 1929. Other trustees who have served the school, some until recent years, have been D. N. Speer, W. B. Miles, George Winship, George W. Parrott, Walter M. Kelley, N. P. Pratt, Hal G. Nowell, E. R. Hodgson, Sr., E. R. Hodgson, Jr., George G. Crawford, L. W. Robert, Jr., Floyd Furlow, E. R. Black, Harrison J. Baldwin, J. S. Akers, John W. Grant, George H. Carswell, W. H. Glenn, John H. Porter, Frank Freeman, G. M. Stout, Harrison Hightower and John S. Cohen.[40]

The Georgia School of Technology, since 1949 officially designated as the Georgia Institute of Technology, has come far since the pastoral days of '88 when it opened in the then outskirts of Atlanta. As a front-rank engineering school it has attained a national reputation. Its campus has expanded to 130 acres with some 70 buildings. Total plant value exceeds $18,000,000.[41]

Georgia Tech, maintained by State appropriations, tuition fees and the income from a variety of gifts, is the technological school of the University System of Georgia. Courses leading to bachelor's degrees are offered in mechanical, electrical, civil, textile, chemical, architectural, ceramic, aeronautical and industrial engineering; also the institute offers degrees in chemistry, architecture, physics and industrial management. The degree of Master of Science is given in aeronautical, ceramic, chemical, civil, electrical, industrial, mechanical, public health, safety and textile engineering; and in chemistry, industrial management and physics. The degree of Doctor of Philosophy is offered in chemical engineering and electrical engineering. Collateral study of an advanced nature is available in architecture, industrial psychology, mathematics, mechanics and modern languages.[42]

The Co-operative Plan, begun in 1912, enables students to alternate their college work with on-the-job training and experience at prevailing wage rates. More than 150 firms, representing all types of industry in the Eastern United States, cooperate in the plan.[43]

Military, air and naval units of the Reserve Officers' Training Corps are maintained at Georgia Tech. The school was in fact among the six colleges selected by the Navy Department in 1926 for the establishment of Naval R.O.T.C. units to train students in navigation, seamanship, etc.[44]

Sports, under the supervision of the Georgia Tech Athletic Association, occupy a prominent place in student life. Intercollegiate schedules are played in football, track, basketball, swimming, wrestling, golf, tennis, baseball and gymnastics. A full intramural schedule is also maintained so that a majority of Tech men participate in some form of athletics. Tech's football team, the

"Yellow Jackets," was first organized in 1893 by Leonard Wood, student and coach, and during most years is included in the lists of top ten teams in the nation. Grant Field, home ground of the "Yellow Jackets," is named in honor of Hugh Inman Grant (1895-1906), son of the late John W. Grant, who made possible the purchase of the tract. The stadium was completed in 1925 at a cost of $350,000. With additions completed in 1947, the present facilities will seat approximately 40,000 persons.[45]

In 1931, the general assembly passed a law requiring the reorganization of the state institutions of higher learning and the creation of the University System of Georgia. During that year Tech lost its individual board of trustees and a few courses in business and commerce that were duplicated at the University of Georgia. Since 1932, the control of Georgia Tech, like that of all the state colleges, has been vested in a central board of regents, appointed by the governor.[46]

The relatively strenuous art of bicycle riding had become popular enough in Atlanta by 1888 to warrant the organization of "The Bicycle Club of Atlanta," with E. P. Chalfant as president, J. F. Lewis, secretary and treasurer; Henry Goldsmith, captain; Edward M. Durant, sub-captain and H. R. Durand, color-bearer. Clubrooms were secured in the recently completed Y.M.C.A. building on the southeast corner of Auburn Avenue and Pryor Street.[47]

There being no paved roads at that time, the club members planned, as spring opened and the condition of the roads would permit, a series of races to nearby towns. Marietta, Stone Mountain and Fairburn were popular objectives of the wheelmen, where they were often treated upon their dusty arrival, to watermelon cuttings, barbecues, etc. Often they would return to Atlanta by moonlight.[48]

By the mid-nineties, when bicycling had become a craze, women had entered the field—for pleasure rather than long-distance riding and racing. Their riding costumes usually consisted of a slightly-above-the-ankle-length skirt, of some heavy woolen material, cut bell shaped, with "organ pipe" pleats in the back; short Eton jackets with big lapels, huge leg-o'-mutton sleeves, crinoline-lined for cool weather. Summer brought forth the tailored shirt-waist with stiff high-standing collar and gentleman's bow tie, and heavy linen or duck skirt. A Knox Sailor with ribbon band, and high buttoned or laced shoes were worn. The gentlemen riders usually wore tweed or woolen business suits, but their big baggy caps labeled them as "sportsmen of the first water."[49]

The entry of the fair sex into the realm of cycling was not greeted by universal approval, particularly by members of the local ministry. Dr. J. B. Hawthorne, pastor of the First Baptist Church, launched a crusade against the women riders. The latter found an ally, however, in the person of Dr. Henry McDonald, pastor of the Second Baptist Church, who said that he hated to see innocent pleasure made into a sin, and that he failed to see anything wrong or immoral in the mere riding of a wheel by ladies, and that many of the most modest women of the city could mount a wheel and still retain all their womanly modesty and prestige.[50]

With the increasing number of bicycle riders on street and road, a set of rules was formulated for regulation of this traffic. As published, in 1896, the rules were:

First—Keep to the right of the road. Never neglect this.

Second—Request permission of pedestrians for the right-of-way.

Third—Turn to one side for heavy load, even if you are on the right side.

Fourth—Be ever ready to assist a female rider in distress on the road, without the formality of an introduction.

Fifth—Don't scorch (speed), and this means you.

Sixth—Ride no faster than an eight mile an hour gait in passing through villages where you are unfamiliar with the ordinances. It will save you money.

Seventh—Lastly—Don't say "Get out of my way" to any chance pedestrian who may appear in your path.[51]

It might be added that bicycle etiquette of that day was that when a gentleman met a lady on a wheel and wanted to stop her for a chat, he stood and held the handle bars of her wheel.[52]

During the late 1890's bicycling took on a professional air all over the country, and Atlanta, not to be outdone, converted one of the 1895 Exposition buildings at Piedmont Park into one of the first indoor tracks in the South,—The Coliseum. Here were held six-day races and many championship events were run and won on this track, with its high-banked sides and turns. Often the riders were whirling around parallel with the ceiling.[53]

One of the first Atlanta boys to achieve the status of a champion was Bobby Walthour, who won the Southern Championship in 1896-1897, and later had many other successes to his credit. Member of a well-known South Georgia family, he was a clean-cut young sportsman, who for many years was an inspiration to young athletes and kept alive an interest in bicycle racing.[54]

Early in September, 1888, the Metropolitan Street Railway Company inaugurated its steam street car service to Grant Park and out Pryor Street to Henderson's Crossing, where the E. T. V. & G. tracks (now Southern) crossed Ridge Avenue.[55]

Its first four locomotives, all coal burners, were little Porter-Bell Forney types, which were secured from N. K. Pooler & Co., of Pittsburgh. They had four 36-inch driving wheels; 9 x 14 cylinders and carried 140 pounds of steam. The tenders looked like narrow dry goods boxes, and were supported by a single pair of wheels. Capacity of each was 300 gallons of water and a quarter of a ton of fuel. Both engine and tender were enclosed in a regular street car superstructure, and were immediately dubbed by the citizens, "dummies." In fact, everyone soon referred to the system as the "dummy lines."[56]

Each dummy engine was manned by an engineer and fireman and always pulled two cars, one for white people, painted yellow, and one for colored, painted red. Their top speed was 35 miles an hour, but in those days, when old Dobbin was the fastest traveler in the streets, the dummies were restricted to 20 miles an hour. Air brakes were not used. Instead, each dummy engine was equipped with Ejector Steam vacuum brakes, not as efficient as air, but better than no brakes at all. To prevent wholesale slaughter of animals and destruction of other vehicles, only experienced and careful engineers were employed. But, since times were somewhat hard in '88, and as the railroads had laid off many engineers, there was little trouble in securing good men, despite the prevailing wage rate of 30 cents an hour.[57]

The Park line, on which the steam dummies were used, ran out Pryor to Hunter; Hunter to Fraser and along Fraser to Fair Street. It originally ended at the big gate to Oakland Cemetery, but was later built through the woods to Grant Park, the present Park Avenue having been part of the dummy line right-of-way. The track ended in front of the old pavilion that stood in the park just south of the present Berne Street. A coal and wood station was erected on the southeast corner of Park Avenue and Fair Street. The Metropolitan Street Railway roundhouse, capable of housing nearly 20 engines, was built at the terminus of the Pryor Street line, in the triangle formed by Ridge Avenue and Pryor Street.[58]

Traffic on the dummy lines soon required more motive power, and the company bought six Baldwin engines and a number of closed cars. The new engines were larger than the original four. They had 10 x 16-inch cylinders, carried 160 pounds of steam, and had 44-inch driving wheels. The tenders were larger, with 20-inch wheels and the water capacity was increased to 500 gallons.[59]

The steam dummy engines continued to operate until all Atlanta's street railway lines were electrified in 1894. Then they were all sold. Several went to South Georgia sawmills, while others were purchased by summer resorts. Lithia Springs and Indian Springs bought two of them, and one of the largest was sold to Tate Marble Company at Tate, Georgia. The Flovilla & Indian Springs Railroad bought four cars along with one of the larger engines.[60] Thus after six years of smoke, steam and noise along Atlanta's South side streets the steam dummy passed from the local scene.

The use of electricity, as a motive power for industry was rapidly coming to the fore, and in 1888, as the steam dummies began to run, a branch office of the Thomson-Houston Electric Company was opened in Atlanta's Kimball House with Judge Howard Elmore Weaver Palmer, as manager. As reported in the local press: "This electricity business is a novelty but Judge Palmer has entered into it with his natural enterprising spirit." Before the year was out the first dynamo arrived to energize the electric lights in the Markham House. In 1892, when Edison and Thomson-Houston merged to form the General Electric Company, Judge Palmer moved his office to the Gould Building and became District Manager of the Southeastern District for the new company. In 1895 Palmer resigned to resume his law practice, and his assistant, A. F. Giles took the local reins for General Electric.[61]

The death roll for 1888, as in former years, is studded with the names of pioneer and useful citizens of the Atlanta area. Among them are Robert J. Maynard, a native of New York City and probably the oldest and best bookbinder in Georgia; Osgood A. Sanders, well-known insurance agent and a popular young man socially; Colonel Edward Hulbert, express agent, superintendent of the W. & A. Railroad during the Bullock regime, railroad builder and secretary of the Atlanta Manufacturers Association; Dr. W. A. Lansdell, pioneer Atlanta druggist; Samuel G. Pegg, an old landmark of the Hapeville-Mt. Zion Church neighborhood; William Bryant, a pioneer of the Utoy Church community; Dr. L. A. Guild, ante-bellum physician; Dougherty Hutchins, a useful Negro citizen and the oldest barber in Atlanta, who ran a shop on Alabama Street before the war; Dr. James A. Link, native of Staunton, Virginia, and pioneer dentist; Colonel John N. Dunn, originally of Benton County, Alabama, wholesale grocer and president of the Atlanta & Hawkinsville Railroad; Captain John Keely, Irish-born merchant prince, founder of the Keely Company and gallant Confederate soldier; Samuel B. Sherwood, contractor and builder, a resident since 1855 and prominently connected with the old volunteer fire department; William F. Peck, son of pioneer citizen Willis Peck, and member of the wholesale firm of M. C. & J. F. Kiser & Company; Cornelius Sheehan, pioneer Irish-born citizen and founder of a well-known local family;

Isaac May, a native of Germany, and member of the firm of Elsas, May & Company, predecessors of the Fulton Bag & Cotton Mills; Thomas R. Ripley, a resident since 1848 and ante-bellum dealer in china, glass and queensware; Robert H. Richards, London-born banker and one of Atlanta's wealthiest citizens, whose widow became the second wife of well-known lawyer Benjamin F. Abbott; Richard O. Haynes, native of Walton County, son of pioneer citizen Reuben Haynes, and long-time coroner of Fulton County; Judge William M. Butt, lawyer, judge of the inferior court of old Campbell County, mayor of Atlanta in 1854, and a native of Warren County, Georgia; William G. "Uncle Billy" Gramling, master car-builder of the W. & A. Railroad; Andrew Pickens McCool, a pioneer citizen of the Blackhall District, and Larkin Baker, one of the oldest residents of the Ben Hill neighborhood.[62]

NOTES—CHAPTER 66

[1] Reed, *Atlanta*, 268; *City Directory*, 1888.

[2] Cooper, *Fulton County*, 632-633.

[3] Reed, *Atlanta*, 268; *Annual Report of the Officers of the City of Atlanta for the Year Ending Dec. 31, 1888*, pp. 149-153.

[4] Cooper, *Fulton County*, 815.

[5] *Ibid.*

[6] A movement for the establishment of a charity hospital, resulting in the founding of Grady Hospital a few years later, was already under way.

[7] *Atlanta Constitution*, June 24, 1888.

[8] Nixon, *Henry W. Grady*, 278.

[9] *Ibid.*; with correction in location of Salt Springs by the present writer.

[10] Nixon, *Henry W. Grady*, 279.

[11] *Ibid.*

[12] *Ibid.*; "Garrett's Necrology."

[13] Nixon, *Henry W. Grady*, 279.

[14] *Ibid.*, 280.

[15] *Ibid.*, 281.

[16] Daughter of Samuel M. Inman. A few years later she became the wife of Joseph W. Cooper, of Camden, N. J., and the mother of the late Miss Jennie Cooper and of Samuel Inman Cooper, Joseph W. Cooper, Jr., and Mrs. Hugh T. Inman, of Atlanta.

[17] M. L. Brittain, *The Story of Georgia Tech* (Chapel Hill, N. C., 1948), 21.

[18] *Ibid.*, 5.

[19] *Ibid.*, 5-6.

[20] *Ibid.*, 6-7-8.

[21] *Ibid.*, 8-9.

[22] Luke Greene, "Georgia Tech Celebrates Her 50th Birthday," *Atlanta Constitution Magazine*, Sept. 25, 1938.

[23] Quoted, *ibid.*

[24] Greene, "Georgia Tech," *loc. cit.*

[25] Quoted, *ibid.*

[26] Greene, "Georgia Tech," *loc. cit.*

[27] Brittain, *Georgia Tech*, 21.

[28] *Ibid.*, 21-22.

[29] *Ibid.*, 23.

[30] *Ibid.*, 23-24.

[31] *Ibid.*, 24.

[32] Greene, "Georgia Tech," *loc. cit.*

[33] *Ibid.*

[34] *Ibid.*

[35] *Ibid.*

[36] *Ibid.*

[37] *Ibid.*

[38] *Ibid.*; Brittain, *Georgia Tech.*, 35, 41.

[39] Greene, "Georgia Tech," *loc. cit.*; Miller, ed., *Atlanta*, 209.

[40] Greene, "Georgia Tech," *loc. cit.*

[41] Miller, ed., *Atlanta*, 203-209.

[42] *Ibid.*, 204.

[43] *Ibid.*

[44] *Ibid.,* 205.

[45] *Ibid.,* 206, 208; "Garrett's Necrology."

[46] Miller, ed., *Atlanta,* 207.

[47] Augusta Wylie King, "Evolution of the Wheel or The Perils of Early Bicycling in Atlanta," *A.H.B.,* XXXII, (Dec. 1947), 2-8.

[48] *Ibid.*

[49] *Ibid.*

[50] *Ibid.*

[51] *Ibid.*

[52] *Ibid.*

[53] *Ibid.*

[54] *Ibid.*

[55] *Atlanta Constitution,* Sept. 4-5, 1888.

[56] Herbert Monroe, "When Steam Engines Towed Atlanta's Street Cars," *Atlanta Constitution Magazine,* Dec. 31, 1939.

[57] *Ibid.*

[58] *Ibid.*

[59] *Ibid.*

[60] *Ibid.*

[61] F. J. Fitzgerald, *History of the Apparatus Field Sales Department, General Electric Company,* (Atlanta, Ga., 1951).

[62] "Garrett's Necrology."

CHAPTER 67

1889

IN PHYSICAL assets, the City of Atlanta, on January 1, 1889, was worth nearly half a million. Following is the schedule:

Station House and lot	$ 22,000
Old magazine (9½ acres)	10,000
Walker Street school house and lot	26,000
Ivy Street school house and lot	20,000
Crew Street school house and lot	20,000
Marietta Street school house and lot	25,000
Houston Street school house and lot	8,000
Mitchell Street school house and lot	10,000
Fair Street school house and lot	18,000
Ira Street school house and lot	11,700
Calhoun Street school house and lot	12,000
Summer Hill school house and lot	4,500
High school building and lot	50,000
Davis Street school house and lot	12,000
Boulevard and Irwin school lot	4,250
Gray Street school lot	2,250
Badger purchase land (86 acres)	50,000
Water works	52,000
Fire engine and lot (No. 1)	12,000
Fire engine and lot (No. 2)	8,000
Engine house and lot, corner Marietta and Baker	8,000
Hook and ladder house and lot	12,000
Investment in sanitary lands (3 miles west of city between old and new Mayson & Turner Ferry Roads	8,500
Fire engines	30,000
Mules, horses, wagons and carts	3,600
Pryor Street engine house and lot	8,800
Total	$448,600[1]

As the wealth of the municipality increased markedly during the decade of the 1880's, so did the wealth of its citizens. Five of them had passed the million mark. Said the *Constitution* on April 7, 1889:

"In January, 1866, three men, Mr. J. R. Wylie, Mr. Dick Wall and Mr. Frank Rice sat in a store in Atlanta discussing the number of men in the city worth $10,000! They could find but four Atlantans who were worth that sum.

"Now there are five Atlantans who are worth $1,000,000 each. These are:

Senator J. E. Brown
Mr. W. D. Grant
Mr. Hugh T. Inman
Mr. John Ryan
Mr. Edward Marsh

"It might be safely said that these five men are worth $6,000,000. In 1865 only four men worth $10,000 each, or $40,000 total. Now five men worth $6,000,000. That illustrates the growth of Atlanta!

"But we may go further. There are ten Atlantans who run sharply above $500,000, and who are nearer, perhaps, to $1,000,000 than the former figure. These are: Mr. John Silvey, Mrs. R. H. Richards, Mr. M. C. Kiser, Mr. W. A. Moore, Colonel L. P. Grant, Dr. R. B. Ridley, the Richard Peters estate, Mr. S. M. Inman, Mr. T. G Healey, Mr. D. N. Speer. It is likely that these ten Atlantans will average $750,000 each, or a total of $7,500,000. Add the six millions and we have fifteen persons with $13,500,000.

"But let us descend one step further, and we find men who range from $250,000 to $500,000 as thick as blackberries. Suppose we call off a score of them in a breath! Why, Frank Rice, John Gramling, James W. English, W. B. Lowe, F. M. Coker, R. J. Lowry, William Markham, C. A. Collier, E. E. Rawson, R. F. Maddox, J. H. Porter, W. P. Inman, A. D. Adair, A. B. Steele, A. E Thornton, Joe Hirsch, Morris Hirsch, C W. Hunnicutt, the Neal estate, W. J. Van Dyke, E. F. Gould and G. T. Dodd.

"Beyond these are large numbers with fortunes ranging from $100,000 to $250,000, and many thrifty young fellows, who have turned, or are just turning, the first six figure post, and who, in a few years, will be well up beyond the second one.

"Here is a peculiarity about Atlanta. The incomes are disproportionately large as compared to the fortunes. There are two men rated below a half million whose net income last year reached $150,000 each. Almost every man is in active business, and the world might be searched for a more capable, prosperous and thrifty commercial community. The city is simply a hive of busy workers—with a host of fine incomes and very great fortunes.

"How were these fortunes made? Of the millionaires two [Ryan and Marsh] made their fortunes in merchandise—one in contracting investment and financing [Grant], one in mining and investment [Brown], and one in cotton, guano and financing [Inman]. It is notable that both the merchants were dry goods men. Indeed, in the whole list of rich men quoted, only one, Mr. Dodd, made his money in the grocery trade. The dry goods business contributes Mr. Moore, Mr. Marsh, Mr. Kiser, Mr. Ryan, Mr. Silvey and others. Mr. Lowry and Mr. Porter are known as bankers—and yet both of them have other business, and the basis of their fortunes was laid in other enterprises. Mr. Coker [banking] is one of the few men who have made a fortune out of one business alone. Almost every one on the list has been a heavy investor in Atlanta dirt—and a steady holder. . . .

"The thing most praiseworthy is that these fortunes have been scraped out of the post-bellum poverty and ashes. The five men quoted at $6,000,000 were not worth $250,000 put together in 1865. Mr. Inman had nothing. Mr. Marsh about $25,000, Captain Grant perhaps $50,000; Mr. Ryan as much, and Senator Brown hardly more. The ten men quoted at $7,500,000 would not have averaged over $12,000 each in 1865, and some of them had literally nothing. The fortunes that now represent $20,500,000, did not represent 25 years ago, hardly more than $500,000. The clear of $20,000,000 represents the net results of the work of 35 Atlantans in 25 years—starting with nothing and fighting straight up from the ashes and the dust.

"And the record is one to be proud of. It is easy to trace the careers of these men, almost one by one—from poverty up to plenty—from cottages up to mansions—from weary struggling into tranquil competence!"

The day of the great Coca-Cola fortunes still belonged to the future.

Several new Fulton County officials took office in January, 1889. George H. Tanner succeeded Cicero H. Strong as clerk of the Superior Court; John H. Loyd, a son of pioneer citizen James Loyd, succeeded J. O. Harris as receiver of tax returns; Andrew P. Stewart succeeded J. M. Wilson as tax collector, and J. C. Avary succeeded A. A. Manning as coroner. Manning had been appointed to the office by the County Commission on November 2, 1888; vice Richard O. Haynes, deceased.[2]

A number of changes were also made in De Kalb County courthouse circles at the same time. William M. Ragsdale succeeded John B. Steward as ordinary; Henry H. Burgess succeeded J. R. Russell as clerk, superior court; William G. Akins succeeded W. J. Williams as receiver tax returns; Thomas H. Weaver succeeded J. F. Henderson as tax collector; James A. Mason succeeded J. G. Rankin as treasurer, and Henry Gentry succeeded W. R. Hurst as coroner.[3]

The Atlanta municipal election of December, 1888, resulted in the choice of John Thomas Glenn as mayor to succeed John Tyler Cooper. The new mayor, long a practicing attorney, was a son of the late Luther J. Glenn who had served the city as its chief executive in 1858 and 1859.[4]

In addition to the mayor, the government of the City of Atlanta for 1889 was composed of the following individuals:

ALDERMEN

W. M. Middlebrooks
John H. Mecaslin
Jacob Haas
W. A. Hemphill
Albert Howell
H. G. Hutchison

COUNCILMEN

First Ward	James M. Stephens	Joseph Hirsch
Second Ward	P. J. Moran	J. J. Meador
Third Ward	J. G. Woodward	A. S. Robbins
Fourth Ward	S. A. Morris	J. S. McLendon
Fifth Ward	A. P. Thompson	Anton L. Kontz
Sixth Ward	M. F. Amorous	Hugh T. Inman

City Clerk,	J. H. Goldsmith
Marshal,	James W. Loyd
Auditor and Recorder,	J. A. Anderson
City Attorney,	John B. Goodwin
Assistant City Attorney,	John T. Pendleton
Tax Receiver and Collector,	R. J. Griffin
Treasurer,	R. M. Farrar
City Engineer,	R. M. Clayton
Messenger,	Jacob Morris
City Sexton	W. A. Bonnell

POLICE DEPARTMENT

Commissioners—J. W. English, John Stephens, E. W. Martin,
W. H. Brotherton, W. R. Brown
Chief of Police, A. B. Connolly
Captains—Pink Manley, E. F. Couch, J. W. Mercer, J. M. Wright

FIRE DEPARTMENT

Chief, W. R. Joyner

Foremen—Jacob Emmel, T. W. Haney, M. R. Murray, H. P. Haney, W. H. Clowe, and 45 regular men

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BOARD OF HEALTH

W. S. Armstrong, M.D., J. B. Baird, M.D., J. F. Alexander, M.D., Dr. W. M. Curtis, J. T. Cooper

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WATER COMMISSIONERS

C. C. Hammock, W. M. Middlebrooks, Z. H. Smith, H. C. Erwin, M. L. Collier, Joel Hurt, W. G. Richards, Superintendent

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BOARD OF EDUCATION

W. A. Hemphill, President
Dr. E. J. Roach, Vice-President
David Mayer, Treasurer
Major W. F. Slaton, Secretary and Superintendent

COMMISSIONER OF PUBLIC WORKS

Michael Mahoney
Clarence E. Moore, Clerk

ASSESSORS

T. J. Malone, C. J. Keith, C. D. Meador.[5]

An important municipal accomplishment of 1889 was the complete substitution of electric for gas illumination of the city's streets. In its annual report for 1888, the committee of council on lamps and gas said:

". . . On December 7th [1888] a contract was entered into by the city with the Georgia Electric Light Company [H. E. W. Palmer, manager], to date from February 1, 1889 (at which time they are all to be lighted), for a term of three years, for 400 of what is known as the thirty-two candle power electric lights, the company to furnish everything and keep them in first class order during contract, at $30 per light per year, payable monthly. These lights are for general street-lighting, and have been thoroughly distributed over the entire city. Every precaution was taken to see that each street crossing was served in preference to placing them in the centers of blocks. . . .

". . . Under the gas and gasoline system, the lamps were not lighted when the moon shone, without regard for its stage or the density of the clouds; therefore the average time of burning for street lamps was about six hours each night, the year through. With the new, or electric system in vogue, the city will receive, on an average, four hours additional service each night, and an increase in the volume of light of 221,840 candle power. This too, at about one-half additional expense."[6]

The committee on Street Lights, one year later, said in part:

". . . That there should be some complaint was expected, for there have been a great many difficulties that the Electric Light Company have had to contend with—the breaking of lamps by bad boys, and their current grounded, and leakage caused by the wires coming in contact with trees. These troubles have been materially overcome and corrected by the trimming of the trees and the diligence displayed by Mr. W. J. Bagby, the efficient city light inspector [formerly city lamp lighter], in reporting to the company any existing defect. . . .

"To recapitulate—There are now 167 arc lights, 120 of 65 candle power, and 306 of 32 candle power, as against 150 arc lights and 400 of 32 candle power, at last report, making an increase in the illumination of the city of about 39,000 candle power."[7]

So it was that the City of Atlanta, as the "gay nineties" were about to dawn, emerged from the era of flickering and uncertain gas illumination for its streets.

Another indication that the old order was passing away is made manifest by the report of the committee on wells, pumps and cisterns for 1889:

"During the year 1889 there has been no material change in the status of this department of the city government.

"One new drinking fountain for horses, mules and other animals has been put in at the junction of Houston and Fort streets, which meets a long felt want at that locality, and is certainly a great blessing to thirsty beasts of burden passing that point. The other fountains for above purpose have been kept in good repair and have served their purpose well.

"There are 31 old-styled cisterns kept filled with water by our efficient fire department. These relics of our past system for extinguishing fires are slowly but surely passing away, and, in the course of time, will all be filled up; but we would advise our city fathers to be careful in this matter, for at some unlooked for time, there may occur a break in our water main, or in the machinery at the pumping station, when necessity might force our Fire Department to fall back upon the old cisterns for their supply of water wherewith to fight the flames, and, unless there is some good reason for it, we would advise against the filling up or abandonment of any of these cisterns, as they are paid for and maintained at comparatively little expense. . . ."[8]

On April 21, 1889, occured the largest fire in Atlanta since the burning of the first Kimball House in 1883, and in connection therewith, the first casualties suffered by the paid fire department.

The Jackson Building, a four-story brick structure at the northeast corner of Alabama and Pryor streets, was occupied by Wellhouse & Sons as a paper warehouse and box factory. The building contained no fire-walls and the stairs and elevator shaft were in the center. The fire, apparently originating in the basement, had gained such headway, that before an alarm was sent in, smoke was coming from every window. Control of the fire was rendered difficult by the inflammable contents of the building—34 carloads of paper.[9] After valiant effort, the fire was brought under control, but for several days it continued to smolder and flare up.

On the afternoon of the 24th a group of firemen were in the burned-out shell trying to write finis to the conflagration, when a gust of wind and rain caused the Pryor Street wall to collapse. Two members of Hook and Ladder Company No. 1, William P. Leach and Harry O. Howell were buried under the debris and killed. Leach was a native of Anderson, South Carolina, and had been a local fireman four years. He is buried at West View Cemetery. Howell, a member of the department one year, was a son of Singleton G. Howell, formerly of Atlanta, late of Duluth, Georgia, and a nephew of Judge Clark Howell. He is buried in the Methodist Churchyard at Duluth.[10]

The status of Oakland Cemetery, Atlanta's most historic burial ground, is set forth in the annual report of the cemetery committee of council for 1889:

"There is one spot in Atlanta dearer to her people than any other, and that place is our beautiful Oakland Cemetery. There is no family in Atlanta whose interest and affection are not at once aroused by anything mentioned likely to affect that sacred place. It is characteristic of a high-toned and honorable people to keep fresh the memory of departed loved ones by erecting monuments where they lie buried, and beautifying the grounds thus occupied. Many beautiful and expensive mausoleums have been erected during the past year, and your committee believe that it is the most attractive place in the city, where decorous and orderly throngs of our citizens congregate every pleasant Sabbath to quietly pass through the well-kept grounds.

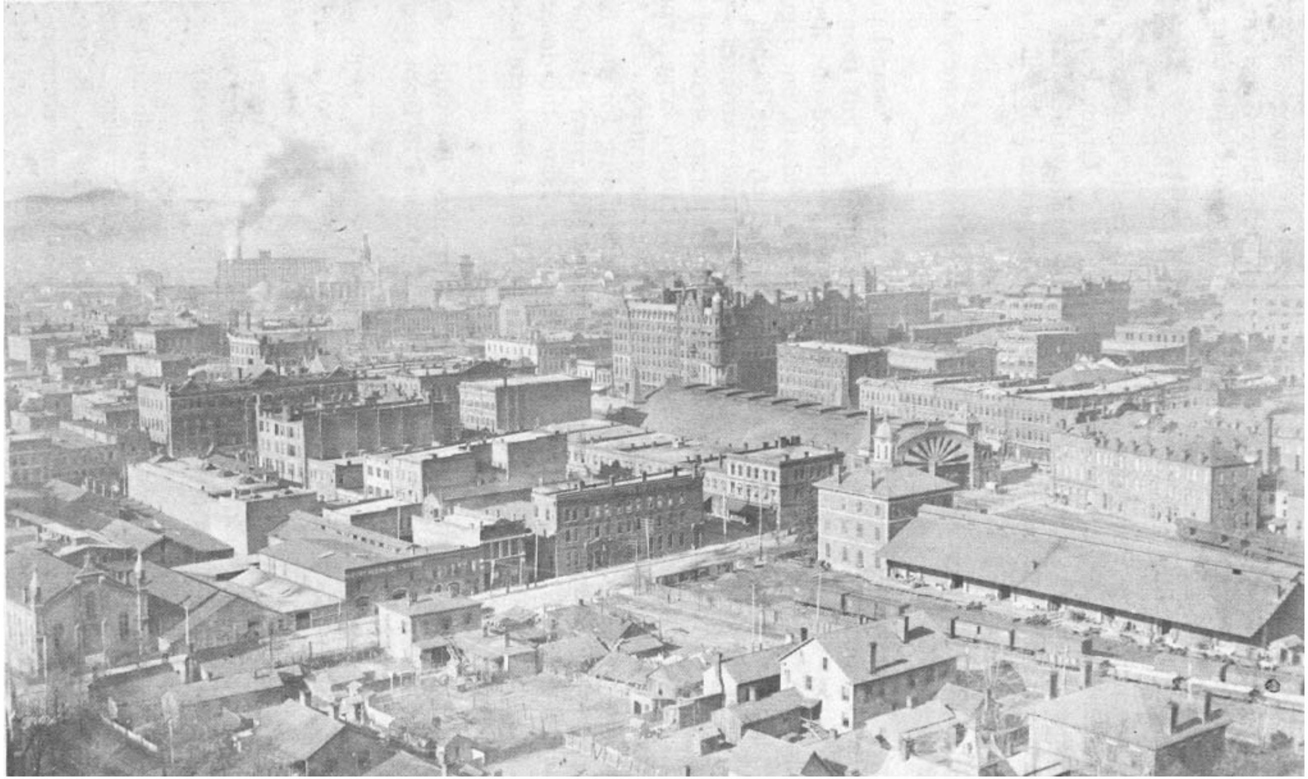
"Most of the lots are bordered with evergreens and bedecked in summer with beautiful flowers. It is the duty of Council to keep the lots and shrubbery in good condition, and it gives us pleasure to note that our Sexton, Mr. W. A. Bonnell, has carried out the wishes of Council in this and every other respect, and exerts himself to please all visitors by giving desired information and affably escorting them through the grounds.

"During the past year water has been carried into the Cemetery; there are now seven hydrants, and two more being added, which will supply pure water for drinking and for watering flowers during the summer. Sewer pipes have been laid across all the main drives, thus preventing washing and making nice smooth drives. These are permanent improvements, and have cost the city so far only $372.

"Lumber has already been purchased, and a little summerhouse will soon be erected on a vacant lot near the Confederate Monument, with seats for the comfort of visitors and protection during rainstorms.

"The interments in Oakland Cemetery are decreasing annually on account of no lots being sold for burial purposes by the city. Lots for that purpose are sold for the whites by the West View Cemetery Association, and for the colored people by the South View Cemetery Association [on Jonesboro Road]. Contracts have also been made with the former for the burial of white paupers, and with the latter for the burial of the colored."[11]

Public interest in the L. P. Grant Park was considerably enhanced in the spring of 1889 by the inauguration of a zoo, the gift of lumberman George V. Gress, who, a few years later became the donor of the cyclorama painting of the Battle of Atlanta to the city.



(Courtesy Atlanta Historical Society)

A view of Atlanta, 1889, looking northwest from the dome of the newly-completed state capitol building on Washington Street

On March 28, 1889, Mr. Gress and Thomas J. James, a railroad contractor and lumberman attended the auction sale of a defunct circus at the Fulton County courthouse. After some spirited bidding the circus was knocked down to the Messrs. Gress and James for $4485, the latter being interested in the wagons and railroad cars for use in his business. A few days later Gress offered the animals to the city through Councilman Martin F. Amorous. The offer was accepted and Atlanta had its first municipal zoo.[12]

Said the Park Committee of Council in its report for 1889:

". . . The munificent gift by Mr. G. V. Gress of a costly and rare collection of wild animals, has added a new feature to the L. P. Grant Park, and gives to the people of Atlanta a zoological collection of great value. The 'Zoo Building,' for housing the animals, is rapidly being completed and will be an ornament to the Park. . . ."[13]

Sidney Root, President of the Park Commission, elaborated somewhat in his report for the same year:

"Another and principal cause of the popularity of the [L. P. Grant] park, has been the presence of a costly collection of wild animals, a gift from our public spirited citizen G. V. Gress, Esq. This collection embraced one hyena, two African lionesses, two silver lions, one black bear, two wildcats, one jaguar, one gazelle, one coon, one elk, one Mexican hog, two deer, one camel, one dromedary, two monkeys, two serpents—all with cages and carriages complete. Mr. Gress also erected a large building for the temporary shelter of the animals and their keeper, and has recently contributed thirteen large cypress telegraph poles for the construction of an enclosure for the camels. He now has charge of the erection of a large brick, iron roof building for the more secure and comfortable keeping of the animals. These gifts from Mr. Gress, worth probably $6000 or $7000, are by far the most costly since the donation of 100 acres of valuable land by Col. L. P. Grant, and his subsequent sale of 44 acres at a nominal price."[14]

Almost immediately after the Gress gifts, others realized the value of the zoo to the city, and additions to the collection began to come in from various private and public sources.[15]

Masonry took a long step forward in Atlanta on December 8, 1889, when 32 Knights Templar and Scottish Rite Masons met in the office of insurance man Harry C. Stockdell in the Gate City National Bank Building and assumed the obligation of the Ancient Arabic Order Nobles of the Mystic Shrine. All that they then possessed was the charter for Yaarab Temple, this precious document having been granted June 17th of that year, at the fifteenth annual Imperial Council meeting held in Chicago.[16]

Stockdell was chosen as the first potentate of the new temple and G. T. E. Hardman, wild land clerk in the Comptroller General's office, recorder. The initiation fee was fixed at $30 and the annual dues at $3. Robes and paraphernalia were purchased, a cast to perform the initiation ceremony was quickly perfected in their parts, and ceremonial sessions held to initiate the "unregenerates" who applied for admission. Pilgrimages were made to various cities throughout the state and the fame of Yaarab Temple began to spread throughout all Shrinedom.[17]

Upon the retirement of Potentate Stockdell in 1899, he was succeeded by Forrest Adair who served eleven years, until 1911, when he laid down the scepter in favor of John A. Hynds. Up to this time Yaarab Temple had none of the colorful uniformed organizations that now form such a spectacular part of public appearances of a Shrine Temple. Sensing this lack Potentate Hynds sponsored the formation of Yaarab Patrol, which, through the years has won high praise at Imperial Council sessions for its excellent and original drill formations.[18]

In 1912 Past Potentate Adair was again chosen potentate. During his second term, which ended in December, 1915, occurred two notable events, the great Imperial Session in Atlanta during April, 1914, and the founding of the Scottish Rite Hospital in 1915.[19]

The basic idea for the hospital originated with the late Dr. Michael Hoke and Mrs. William C. (Birdie) Wardlaw, though the plan was sponsored to the Scottish Rite Masons by Adair and Joseph C. Greenfield. Two cottages were purchased on East Lake Drive and converted into an infirmary. So great was the demand for treatment of orthopedic afflictions among children, that within a few years a larger building was erected at a cost of $160,000. The institution has become a pattern for similar work by the Shrine throughout the United States.[20]

Potentate Adair retired in December, 1915, being succeeded by Noble Walter P. Andrews. It was under the Andrews' regime that the Yaarab Chanters took form. The group was under the direction of Noble Frank A. Cundell, and made its initial appearance when Potentate Andrews headed a two-train pilgrimage to the Imperial Council meeting at Buffalo in July, 1916.[21]

Andrews was succeeded as potentate in 1918 by George H. Napier, during whose administration a record for all time was set when a class of 851 novices crossed the Hot Sands to the Holy City of Mecca. This event shortly preceded raising the initiation fee to $100, $50 of which was put into a fund for the purchase of a lot on which to build a Shrine Mosque.[22]

Chief Rabban Henry C. Heinz was advanced to potentate in 1919. During his term of office Yaarab's Oriental Band was formed. That colorful organization, with its weird Oriental music has been one of the outstanding bodies of its kind in all Shrinedom. Heinz was succeeded as potentate by Chief Rabban Bayne Gibson. During his two-year term, a lot, previously purchased at Ivy and Baker streets, upon which to build a mosque, was traded for the old Willis Ragan homesite at Peachtree and Kimball streets, present site of the Shrine Mosque.[23]

During the following administration, that of Potentate Charles A. Bowen, a campaign was conducted to raise money to build a $1,000,000 mosque. Indeed, the collection of the pledges made for this purpose was one of the big tasks of the first two years of the four terms served by Bowen's successor, Potentate Thomas C. Law. The mosque was completed within two years, in late 1929, and one of the last acts of Potentate Law's four years in office was the dedication of the structure, one of the most magnificent in the country.[24]

The loss of this valuable property, carrying with it approximately $1,250,000 which Yaarab Temple and the nobility thereof had contributed to the project, was one of the deplorable disasters of the economic depression immediately following. The Fox Theater Corporation had contracted a long-term lease for the theater section of the mosque, and the rental payments were to retire bonds issued to complete the structure. The Fox Theater, one of the finest in the country, opened in December, 1929, and it is interesting to note that Mrs. William Fox came to Atlanta personally for the purpose of selecting and supervising the installation of some of the decor. As the depression deepened the Fox organization went bankrupt and the theater stood dark for some time. Without the expected rent payments the Yaarab Temple Building Company could not retire the bonds as they became due. Consequently a bondholders committee took over the structure and Yaarab Temple became a tenant. Though the building is now owned by interests having no financial connection with the Shrine, it remains as a monument to the public spirit of that excellent organization.[25]

Potentate Thomas C. Law, who in 1941, became Imperial Potentate of the Ancient Arabic Order Nobles of the Mystic Shrine of North America, was succeeded by Potentate William A. Fuller. Between the Fuller regime and 1940, the Shrine was served by Potentates Richard N. Fickett, Jr., Dewald A. Cohen, Hiram R. Romans, Roy S. Mather, Francis E. Van der Veer, William J. Draper and Wilbur F. Glenn. Constructive work in rebuilding the havoc left by the depression was the task before each of these administrations, and every one contributed materially to increase the financial and fraternal status of the temple.[26]

During the 1880's, Atlanta began to benefit from the creative genius and indefatigable building efforts of Joel Hurt, the young civil engineer who had cast his lot with the city in 1875. First, in 1882, he organized the Atlanta Home Insurance Company, which many years later, was sold to the Fireman's Fund Insurance Company. Then, in 1886, he formed the East Atlanta Land Company. The chief objectives of this company, all of which were ultimately accomplished, were the development of Inman Park, named for Samuel M. Inman; the opening of Edgewood Avenue from Pryor Street to Inman Park; the building of the Atlanta and Edgewood Street Railroad Company, and the erection of the Equitable, now Trust Company of Georgia Building.[27]

The Atlanta and Edgewood Street Railroad Company was chartered by legislative act approved December 24, 1886, the incorporators being Joel Hurt, C. W. Hubner, H. E. W. Palmer, W. P. Inman, Peter Lynch, R. C. Mitchell, Asa G. Candler, J. P. McDonald, J. G. Reynolds, A. F. Moreland and P. H. Harralson.[28]

It was Joel Hurt's idea to build a street-car line from the present intersection of Pryor Street and Edgewood Avenue, in a straight line to what was soon to become Inman Park. At the time the Atlanta and Edgewood Street Railway Company was chartered, Edgewood Avenue did not exist, except the block, then called Line Street, from Peachtree to Pryor. From Pryor to Calhoun Street (Piedmont Avenue) houses and lots blocked the present course of Edgewood Avenue. Beginning at Calhoun and running east to the R. & D. Railroad (now Southern belt line), Foster Street ran along ground now occupied by Edgewood Avenue. Therefore, before the street railway could be built a continuous thoroughfare had to be opened from Pryor Street east. By early September, 1888, this had been accomplished.[29]

Building of the new car line then began. Electrically propelled street cars had recently been given a successful trial in several other cities, and Mr. Hurt decided to utilize electric cars exclusively on the new line. They were destined within a few years to replace both mule power and steam on the streets of Atlanta.

By late August, 1889, everything was in readiness and the new line was opened on the 22nd with considerable fanfare. Said the *Constitution* on the 23rd:

"THE FIRST CAR

ON ATLANTA & EDGEWOOD STREET RAILWAY

Officers and Directors of East Atlanta Land Company Take a Ride on the New Electric Motor Line

---

" 'All aboard—let her go!'

"And the first electric street car ever seen in Georgia made its first trip on the Atlanta and Edgewood line.

"The car was at the corner of Edgewood Avenue and Pryor Street, and was bound for Inman Park.

"Mr. Joel Hurt, president of the East Atlanta Land Company, was master of ceremonies, and he was here, there and everywhere, showing the directors and the crowd how the thing worked.

" 'Ain't she a dandy?' "

" 'It slides along just like the rails were greased.' "

" 'First de nigger was free; now de mules am free.' "

"Such expressions as these were heard on every side from the crowd that surrounded the new dummy and packed the upper end of Edgewood Avenue to see the start made.

"Everybody had something to say about the motor, and those nearest indulged their sense of touch to their full gratification, fingering it the same as a child does a new toy. Many of the spectators had never seen an electric motor before, and not even the small cyclone that came up just before the start was made, could drive them away.

" 'I'll bet it won't come up to our [steam] dummy,' remarked a gentleman who was recognized as being interested in the Metropolitan. But after he had watched the frisky little yellow car sail up the long grade on Edgewood Avenue, just as smoothly and steadily as if on a level, he turned and walked off with the remark:

" 'I guess it'll do.'

"In appearance the motor cars are very much like a common street car. They are painted a beautiful yellow, with gold trimmings and orange shadings. The trimmings, such as handles, locks, etc., are of polished brass. On the sides of the motors are the words, in artistic letters, 'Inman Park,' and near the bottom, 'Atlanta and Edgewood Street Railway Company.'

"The interior finish is of oak, with comfortable cane seats. Eight incandescent electric lights illuminate the cars and with the exception of these there is nothing on the inside different from a street car. The steps are provided with rubber cushions, and on each platform there is an upright cylinder with a crank at the top, by means of which the speed is regulated. On top of the motor is a pole at an angle of about 45 degrees, which connects the trolley wheel with the cable above. The current is transmitted from the cable over this steel rod or pole, to the batteries underneath the car.

"This machinery is all well protected from the weather and dust, and guards are placed at the ends of the car to keep stones and other objects from coming in contact with the batteries.

"The car, with the directors of the company and other guests, in charge of Mr. Joel Hurt, left Pryor Street at 5:15 o'clock. At 5:30 o'clock it was at Inman Park.

"On the way out the conductor in charge showed the party how perfectly the motor was in control of the operator. One slight turn of the little crank at the end of the car would stop it almost instantly, and without any perceptible jar.

"The smoothness and ease with which the motor could be started and stopped created a great deal of enthusiasm among the passengers. Going down grade the operator could regulate the speed to almost a snail's pace, and on the steepest grade the motor, with its heavy load, could be stopped and started again without the least difficulty.

"No matter at what speed the motor went, it would go just as fast and smoothly up hill as down hill or on a level, and it was almost entirely noiseless. There is scarcely any sound at all made by the motor itself and the tracks are laid on stone pillars, which completely kills the sound of the wheels.

"The directors, as well as all others who rode on the car, were delighted with the success of the electric system.

"Mr. Hurt was all smiles. He was even happier than the day when the opening of Edgewood Avenue was celebrated. When the party arrived at Inman Park, he showed them through the handsome and convenient offices and carhouse of the company.[30] Every convenience for the handling of the cars was there, and like the cars themselves, the trucks and other apparatus were all manipulated by electricity. A model street railway system in every particular.

"After these buildings had been visited, the party returned to the city. The whole trip was accomplished without the least mishap, and forty minutes was the time consumed.

"When the motor arrived at Pryor Street the crowd blocked Edgewood Avenue from Pryor to Ivy. All were anxious to see the success of the new system, and many of the most prominent people of the city were among the spectators.

" 'We are very much gratified with the road, so far as we have experimented with it,' said Mr. Joel Hurt, when the party had left the car. 'We have delayed a long time on account of the paving and other things, but now we are assured that the Belgian block will be laid as fast as possible. When this is done the whole thing will be absolutely complete.

" 'There are several little details that we will look after today, and on Saturday and Sunday we will be prepared to carry all who want to go to Inman Park. On Monday we will put on a regular schedule.'

"The inspector of the Thomson-Houston Company pronounces this the best railroad in the United States."

A couple of days later a rider commented:

"You just can't appreciate the electric cars until you have ridden on them. They are so entirely different from any other kind of conveyance that you hardly know what you are riding on. The best way I can describe it is by saying it makes you feel like a boy and were riding to town in the carriage instead of the big wagon."[31]

So the era of the electric trolley car opened in Atlanta. Mr. Hurt's new line gave great impetus to the growth of Inman Park and contiguous sections, while the building of other electric lines in various directions during the 1890's was to enable Atlantas citizens to live conveniently at considerable distances from the central business district.

Shortly after the Atlanta and Edgewood Street Railway Company completed its line to Inman Park, the newly organized Fulton County Railroad Company put into service the second electric line in the city. Officers of this company were: L. J. Hill, president; W. S. Thomson, secretary and L. D. Nelson, superintendent. Its route, known as the "Nine Mile Circle," began at Broad and Marietta streets. It ran out Broad to Peachtree to Houston, and out Houston and Highland Avenue to Virginia Avenue; thence from Virginia Avenue to Boulevard and up Boulevard back to Highland Avenue to Houston and point of beginning.[32]

The Nine-Mile Circle, fare five cents for the round trip, immediately became popular for picnic and sight-seeing parties, running as it did through the wooded northeastern section of the city and suburbs. Indeed, it became the custom during the 90's for picnic groups to charter a car, spread lunch in the woods and return to the city at dusk. On Sunday afternoons the cars on the Circle were so crowded that the seats had to be turned back to back so that the ladies could sit down and the girls stand in the space between, while the men and boys hung outside on the steps that ran the length of the car.[33]

The old Fourth National Bank, often called "Captain English's Bank," began business in 1889 as a State bank under the name of the American Trust and Banking Company at No. 12 Gate City National Bank Building. Its original officers were: Walker P. Inman, president; W. J. Van Dyke, vice-president, and Levi B. Nelson, manager.[34]

By the following year the new bank, with a capital of $500,000, had moved to the Gould Building, 10 Decatur Street, with James W. English as president, W. J. Van Dyke, vice-president; Edward S. Pratt, cashier, and John K. Ottley, assistant cashier. The latter, then 22, newly married, and a recent arrival from Columbus, Mississippi, was destined, during the next 55 years, to become the dean of Atlanta bankers.[35]

The American Trust and Savings Bank was converted into a National bank in 1896 and thereupon became the Fourth National Bank, at which time Captain English was president, James R. Gray, vice-president; J. K. Ottley, cashier, and Charles I. Ryan, a son of pioneer dry goods merchant, John Ryan, assistant cashier. In January, 1905, the Fourth National Bank moved to its new home at the corner of Peachtree and Marietta streets, now the site of the First National Bank, with which it merged in 1929. The Fourth National Bank had the distinction of being the first National bank in Atlanta to employ a woman teller, to establish a Savings Department, to use individual loose-leaf ledgers, adopt a unit system of paying and receiving tellers, discard the balancing of pass books, and hold daily meetings of its Finance Committee.[36]

Good telegraph service has always been important to railroad centers and commercial cities such as Atlanta, and the city, since the late 1840's has been well served by the basic invention of Professor Samuel Finley Breese Morse. Just prior to the War Between the States, Atlanta was served by the Augusta, Atlanta & Chattanooga Telegraph Company, Charles T. Campbell, operator, with an office at Whitehall Street and the railroad crossing, next to the *Intelligencer* office.[37]

Directly after the war telegraph service in Atlanta was taken over by the Western Union Telegraph Company in a small office just north of the depot, with Eph Martin as manager. This office was shortly afterward burned out and the company reopened over Silvey & Dougherty's store at Peachtree and Decatur streets, with J. C. Gregg in charge. In 1868, when the Capitol of the State was established in Atlanta in the Kimball Opera House at Forsyth and Marietta streets, the telegraph office was moved thither, where, in 1870, Jefferson Herrick succeeded Gregg as manager. Shortly after the first Kimball House was completed, Western Union in 1871, moved to the new building in an office fronting Pryor Street. Three years later the office was moved around to the Wall Street side of the Kimball. In 1879 the telegraph office was moved to the corner of Wall and Loyd (Central Ave.) streets, where, like the depot and the Kimball House, it became something of a landmark. While at this location, in 1882, Jefferson Herrick was succeeded as local manager by James M. Stephens, under whose competent and vigorous direction Western Union's local operation became, by 1888, the most important telegraph office in the South and one of the three most important in the United States.[38]

In early 1889 telegraph headquarters were moved to larger quarters in the comparatively new Constitution Building at Alabama and Forsyth streets. The move inspired a report by the *Constitution* on January 20th:

". . . The change has been made and the new office is one of which any city might be proud.

"Through it there pass every day over 30,000 words of press dispatches, 15,000 words of newspaper specials, and more than 6000 private and mercantile dispatches.

". . . The wires, just before entering the operating room, are brought together so as to form one large cable, and then from the rear of the room the wire strands are again separated, each connecting with a table and [Morse] operator's instrument. There are over eight miles of wire in this room alone.

"The force required to keep up the currents is generated in 12,500 glass jars arranged on long shelves. From floor to ceiling the lines of blue jars form partitions, one after another. The force that flows from the jars is an enormous one, and yet it is all done in perfect silence. Thunderbolts are generated and transmitted in one powerful current, and 1250 of those currents flow side by side, but the room is as still and quiet and gloomy as a grave. Nobody stays in there and the blue light is in keeping with the solitude.

"And the operators' room.

"It is, to everybody but an operator, a perfect chaos of clicking instruments. It is a hailstorm—an avalanche.

"Occasionally you can see a little group of them talking and suddenly one will dart back to his table as though he had been in some sort of electric contact with it and the current had whisked him there. He had recognized the tick of his instrument—one out of a hundred.

"As soon as you become used to the noise you remember somebody saying that the telegraph was the greatest civilizing agent of this age—a twin sister of Christianity—and you wonder in a vague, nebulous fashion how that hailstorm could civilize anybody, and why it is that the operators are not more civilized than anybody else, and how it is they sit there for hours and don't become deaf or go insane.

"Not only is the Atlanta office the best equipped and most important in the South, but it is actually the largest. There is New Orleans with 300,000 inhabitants and Atlanta with 74,676, and yet the office here has more men and does more work. The supervising staff consists of J. M. Stephens—Councilman Stephens, manager; J. F. Fenn, chief electrician; Philo Holcomb, chief operator; P. E. Murrary, night-chief operator; A. H. Christ, assistant chief operator; J. A. Baldwin, traffic chief operator; W. A. Benton, repeater chief; S. M. Wall, chief bookkeeper, and William Chivers, chief battery man.

"The force of operators is divided into three watches. Nine hours makes a day's work, while the other two are seven and a half hours each.

"The busiest portion of the day is from 10 A.M. to 3 P.M. The bulk of that business is mercantile and most of it with New York, Chicago and St. Louis.

"Then in the evening from 6 to 10 is another busy season, and after 10 the business begins to wane. All night long, though, some instrument is ticking—the office is always open."

During the same year, 1889, in which Western Union moved into its new office, competition appeared on the local scene. John W. Mackay's Postal Telegraph Cable Company opened in Atlanta at 11 East Alabama Street with Milton Orr as manager.[39] The rivals fired continuous salvos at each other and at local telegraph users for business until the two companies merged during the 1940's.

Western Union's Atlanta operation continued at 26 West Alabama Street, the Constitution Building, until 1911, when a move was made to the newly completed Journal Building, 7 North Forsyth Street. Meanwhile, in 1910, the company was organized nationally into divisions and Atlanta was made headquarters of the Southern Division, with Benjamin F. Dillon as general manager.[40] Dillon died shortly afterward and was succeeded by Herbert C. Worthen, who held the position continuously until his death in 1938. The late Charles H. Carroll, one-time superintendent of the Atlanta office, was Worthen's successor.[41]

When the Transportation Building, on the southwest corner of Marietta and Forsyth streets was finished in 1919, Western Union took the top four floors for its divisional offices and plant and traffic operations. Finally, in February, 1928, Western Union purchased the building for $1,100,000 from the American Building Company, a holding company for the Ku Klux Klan, which organization had acquired the structure in 1925 from its builders, the Brown and Randolph Company.[42] After some remodeling, Western Union abandoned its quarters in the Journal Building during the spring of 1930 and centered its operations in its own home, now the Western Union Building—back where it was during the Reconstruction years from 1868 to 1871.[43]

Today, as in 1889, Atlanta is the third largest telegraph center in the country, not in messages originating and terminating locally, but in total volume relayed through the city. But today, unlike 1889, Western Union's operating rooms are not peopled by Morse operators and partitioned by glass jars containing batteries. Indeed, progress in electronics has rendered the sending and receiving of messages largely an automatic process.

By the spring of 1889, with the War Between the States a quarter century in the past, a movement developed for the establishment of a Georgia Confederate Soldier's Home. While the majority of the veterans were then in robust middle life, some were approaching old age. Others were in poor health and indigent. The movement was warmly supported through the columns of the *Constitution* by Henry W. Grady, so soon to end his brilliant career.

During April, 1889, subscriptions in the amount of $30,000 were actively solicited upon a statewide basis, and on May 8th, at a board meeting attended by President Grady and Directors W. L. Calhoun, S. M. Inman, Amos Fox, R. D. Spalding, D. M. Bain, A. M. Foute and M. C. Kiser, a site was purchased. It was a tossup between the Liddell place on the Air-Line (Southern Belt Line) Railroad and the Schultze farm, a half mile east of Grant Park. The latter, involving a 60 acre donation and the sale of 65 adjoining acres for $10,000, was, after much discussion, chosen.[44]

Later in the year a commodious frame structure, designed by the firm of Bruce & Morgan, was built on the land under the supervision of a Building Committee composed of W. L. Calhoun, chairman; W. D. Ellis, Philip Cook, M. C. Kiser, W. A. Wright, E. P. Howell, S. M. Inman and Amos Fox. The whole property was then tendered to the State, but was not at that time accepted, and therefore remained unused for several years. The property was again tendered and this time was accepted by act of the general assembly, approved December 21, 1900. The land, 114½ acres, and building were then valued at $45,000, and the State agreed to provide for the maintenance of the home for a period of 20 years, or for such period as the number of inmates or applicants might, in the discretion of the legislature, require.[45]

In July, 1901, the home was opened for the reception of veterans, and in a short time 72 were admitted to its privileges. The old soldiers had barely gotten settled in their new home, when on September 30, 1901, it was accidentally destroyed by fire—happily with no casualties. On the same day a temporary home was provided for the veterans, while the helpless were cared for by the hospitals of Atlanta. On the house and furniture, were $21,500 fire insurance, and this, with the liberal subscriptions that poured in from all parts of the state, provided the means for the erection of an even better home, a substantial brick building, opened in the early autumn of 1902. The average number of inmates for the years 1904 and 1905, when the average age of veterans was around 60, was 100.[46]

Today no wearers of the gray occupy the Confederate Soldiers' Home. One by one, through the years, they were gathered to their fathers, and joined their old commanders, Lee, Jackson, Gordon and Longstreet beyond the river. Some years ago widows of veterans were admitted to the home, where several now live.

Agnes Scott College in Decatur stands as a monument to one of the most generous and public-spirited citizens ever to reside in that community, Colonel George W. Scott (1829-1903). He was born in Alexandria, Pennsylvania, son of John Scott, a member of Congress. In 1850, George W. Scott came South and settled in Tallahassee, Florida, where he built up a large trade in cotton and merchandising. He served as a colonel of cavalry in the Confederate Army, and in 1868 was elected governor of Florida, but was counted out by the military authorities. In 1870 Colonel Scott left Florida and settled in Savannah, Georgia. While there he laid the foundations of his fortune by purchasing large tracts of land on Peace Creek in Florida, where valuable phosphate deposits were discovered. After the yellow fever epidemic of 1878 in Savannah, he came to Atlanta and settled in Decatur. Soon thereafter he established a commercial fertilizer manufactory, known as George W. Scott & Company, and located near Edgewood on the Georgia Railroad. In 1895, this firm, then known as the George W. Scott Manufacturing Company, was combined with Comer Hull & Company at Savannah, and, in 1898, the combined company was sold to the Virginia-Carolina Chemical Company.[47]

Colonel Scott then formed the George W. Scott Investment Company, which controlled the Scottdale Mills, at Scottdale, in De Kalb County, and in 1903, erected the Century, now Atlanta National Bank Building, at the northeast corner of Whitehall and Alabama streets. At his death, which occurred on October 3, 1903, Colonel Scott was survived by five children, George Bucher Scott, Mrs. T. L. Cooper, Mrs. C. Murphey Candler, Mrs. Nellie Candler, and Mrs. C. E. Harmon. His wife, neé Rebekah Bucher, preceded him in death on July 12, 1899. Both are buried in the old Decatur Cemetery.[48]

In December, 1888, the Rev. F. H. Gaines arrived in Decatur to assume the pastorate of the Decatur Presbyterian Church. Here he found a congregation of people, intelligent, devoted, capable and responsible, among whom was Colonel Scott. Being a firm believer in Christian education, Mr. Gaines began, in the early summer of 1889, to consider and suggest to his people the propriety of establishing a high school for girls under the auspices of the Presbyterian Church.[49]

The proposition met with a hearty response. At a meeting of the Session, after a full discussion, Colonel Scott introduced the following resolution, which was adopted.

"Resolved, That we determine to establish at once a school of high character."[50]

At the same meeting it was determined to apply for a charter for a minimum stock of $5000, which was immediately subscribed, Colonel Scott being one of the largest subscribers. This amount was soon afterwards increased to $25,000. The chartered name of the institution was to be "The Decatur Female Seminary."[51]

Colonel Scott was made chairman of a committee to secure a suitable building, which committee soon rented the three-story mansard-roofed frame Allen residence, fronting the Georgia Railroad. In this building, the Seminary opened on September 24, 1889, with 60 pupils, three being boarders. The first principal, later dean, and first lady of the institution for 50 years, was Miss Nannette Hopkins.[52]

For the first couple of years the new school carried on all of its activities in the Allen residence, long thereafter known as the "White House," which incidentally stood on the campus as a dormitory until July, 1952, when it was torn down.[53] In the spring of 1890 Colonel Scott proposed to give $40,000 to procure a permanent home for the school. In this connection he went North to investigate school buildings, and upon his return proceeded to erect the large red brick building known as "Main Hall." On this building, grounds and furnishings Colonel Scott paid $112,500 in cash. It was dedicated in the presence of the Synod of Georgia at their meeting in Decatur, November 12, 1891. In recognition of Colonel Scott's generosity the name of the school was then changed to "Agnes Scott Institute," in honor of his mother.[54] Later, Colonel Scott added to his previous gifts until they totaled $200,000.[55]

Regulations governing the students were uncomfortably rigid during the early '90's, as exhibited by the school bulletin for 1892:

"The following violations of the laws of health are prohibited: Eating imprudently at night; wearing thin shoes in cold weather; sitting on the ground or going outdoors with uncovered heads; too early removal of flannels or neglect to put them on at the approach of cold weather."

"No pupil is allowed to appear in a wrapper outside of her own chamber."

"Pupils will not be allowed to go to Atlanta oftener than once a quarter for shopping purposes."

"No one will be excused from breakfast except in case of illness."

"Visitors will not be received during school or study hours, nor the visits of young men at any time."

"Pupils are permitted to correspond only with such gentlemen as are specially named in writing by parents."

In justice to the trustees, however, it must be remembered that the student body was then composed largely of primary and high school pupils.[56]

In 1897 the Board of Trustees requested Dr. Gaines to resign his pastorate, and to become first president of the school, a position he held until his death in 1923. He was a remarkable educator, stood firmly for very high standards, and was a pioneer in higher education for women in the South.[57]

During its early years Agnes Scott was lighted exclusively by oil lamps, but in keeping with its progressive policy, was the first organization in Decatur to have electric lights. They were installed in 1901, and, Miss Hopkins recalled, "the occasion was so impressive, we entertained the Georgia Senate." "I remember one of the professors whispered to me, just before the big moment came, 'Watch those old boys when the lights come on.' We did. That was part of the entertainment."[58]

Agnes Scott Institute passed a significant milepost in 1906, when it became Agnes Scott College. Likewise it was the first school in Georgia to be accepted into the Southern Association, receiving its recognition in 1907. Miss Hopkins was instrumental in organizing student government, and this system was a large factor in removing the more burdensome and obsolete rules, and in helping the institution on its way to the forefront of American women's colleges.[59]

Of significant help to Agnes Scott has been the support of the General Education Board of New York, one of the Rockefeller organizations. In 1909 the president of this Board visited the school, and so impressed was he that he induced his Board to offer the college $100,000 if it would raise $250,000 more. Under the strong leadership of S. M. Inman and J. K. Orr, of Atlanta, the campaign was accomplished and foundations were laid for greater things.

In 1919, and again in 1929, the General Education Board made generous contingent offers, both of which were successfully met under the leadership of Mr. Orr and other Atlanta and Decatur citizens.[60]

In 1920 membership was secured in the American University Association, which granted to Agnes Scott graduates recognition by practically all foreign universities and countries. Then, in 1922, the Phi Beta Kappa Fraternity decided to change its policy of waiting for colleges to apply for membership. Schools were to be invited to make applications, and under this new plan, Agnes Scott was the first institution in the United States to be asked.[61]

By the mid 1930's the physical assets of Agnes Scott amounted to about $3,000,000, and the college had attained all the educational recognition that any institution in the United States can have.[62]

Following the death of Dr. Gaines, Dr. James R. McCain succeeded to the presidency of the school. After a successful administration of more than a quarter of a century he was succeeded by the present incumbent, Dr. Wallace

Alston. The college has always been blessed with fine leadership among its trustees and interested citizens. Some who have shared largely in the development of the institution have been Samuel M. Inman, J. K. Orr, Milton A. Candler, Dr. E. H. Barnett, Dr. Theron Rice, Dr. G. B. Strickler, George Bucher Scott, Dr. A. W. Calhoun, Dr. W. S. Kendrick, John J. Egan and J. Bulow Campbell.[63]

Indeed, the old Decatur Female Seminary has more than fulfilled its destiny.

Georgia's new Capitol, abuilding since 1884, was completed and delivered by the Capitol Commissioners to Governor John B. Gordon on March 20, 1889, less than three months beyond the time originally specified in the Act of 1883—by January 1, 1889. It was occupied on July 3rd, when the Legislature marched in a body from the old capitol building at Marietta and Forsyth streets to the handsome new building fronting Washington Street.[64]

Formal exercises occurred on July 4th. On this occasion Captain Evan P. Howell, on behalf of the Capitol Commission, presented the finished building to the State, and in response Governor Gordon delivered an eloquent address accepting the Capitol for the State and thanking the commission for its work in the name of all the people, commending its members on a monumental work faithfully and ably performed.[65]

In the course of his address the Governor said:

> ". . . Above all else, I congratulate the people because the whole enterprise is clean, creditable and above suspicion. From the first bill passed by the Legislature to the expenditure of the last dollar by the commissioners, there has been neither jobbery nor thought of corruption. From granite base to iron dome, every chiseled block and moulded brick, every metallic plate and marble slab, is as free from official pollution as when it lay untouched by mortal hand, in original purity, in the bosom of Mother Earth. Every stroke of hammer, of trowel, or brush is a record of labor honestly expended and justly rewarded. Built upon the crowning hill of her capital city, whose transformation from desolation and ashes to life, thrift and beauty, so aptly symbolizes the State's resurrection, this proud structure will stand through the coming centuries a fit memorial of the indomitable will of this people."[66]

Everyone connected with the building of the new Capitol had indeed done an honest and conscientious job. Expenditures as listed by the Capitol Commission for the erection of the building were as follows:

Aggregate amount for work and materials	$ 897,210.48
Salaries of five Commissioners, five and one-half years	27,500.
Architects' salaries, drawings, etc.	25,000.
Salaries of Superintendents	10,626.
Additional land bought to "square" the lot	20,000.
Frescoing halls and offices	10,645.
Miscellaneous	8,900.09
Grand total expenses	$ 999,881.57
Appropriated for Capitol	$1,000,000.
BALANCE LEFT IN TREASURY	$ 118.43

This epic accomplishment of erecting a magnificent Capitol within the appropriation of $1,000,000 and having $118.43 left in the Treasury was unprecedented then and would be considered a miracle now.[67]

The Capitol building stood, substantially as built, without any extensive renovations, until 1929, when, during the administration of Governor L. G. Hardman, the Legislature appropriated $250,000 for a complete facial, calcimining, new paint, manicure and shine. The job also included the eradication of the thousands of autographs cut in the walls along the steps leading to the dome. At the same time the basement was transformed into offices, so that the building now has no basement as such.[68]

When the Capitol was first occupied the then State officers did not begin to fill the huge building. They rattled around like a couple of peas in one pod, with at least as many rooms vacant as were occupied. That day has long since passed. During the 1930's and '40's the need for additional space necessitated the erection of several buildings and the purchase and conversion of others, chiefly on Capitol Square just South of the Capitol. They include the five-story State Highway Building, the six-story State Office Building; a three-story brick building for the State Chemist, etc.[69]

Said *Harper's Weekly* in its issue of August 3, 1889:

"The only jarring note was the general regret among Georgians that Indiana oolithic limestone and not Georgia granite was used in building their magnificent new Capitol. There is no particular objection to the Indiana stone, though it bleaches in summer and browns again in winter, but a matter of state pride that the structure should be built of Georgia material. The Capitol Commissioners could not get Georgia granite within the $1,000,000 appropriation . . . so the Capitol was built of Indiana limestone, though Stone Mountain, only 15 miles away, raises its granite sides in sullen protest."[70]

On June 18, 1889, President Benjamin Harrison appointed a Republican, General John Randolph Lewis, as postmaster of Atlanta to succeed John W. Renfroe, Democrat. Lewis was born in Erie County, Pennsylvania. In early manhood he practiced dentistry in Buffalo, New York, and later in Burlington, Vermont. While serving in the Union Army, he lost his left arm in the Battle of the Wilderness. His continuous residence in Atlanta dated from 1880. He rendered valuable service as secretary of the International Cotton Exposition of 1881, and afterwards established the Atlanta Rubber Company, in which business he was engaged until his appointment as postmaster. During his administration, lasting until October 28, 1893, the business of the local office increased from $136,000 to $207,000 per annum.[71]

Between the completion of the new Capitol and the founding of Agnes Scott, there occurred in August, 1889, the South's last duel in the grand manner. The ancient custom of "pistols for two, breakfast for one" had long since been fading away. Yet Captain John D. Williamson, president of the Chattanooga, Rome and Columbus Railroad and Patrick Calhoun, of Atlanta, railroad lawyer and senior member of the firm of Calhoun, King & Spalding, revived the archaic tradition. They likewise gave it a modern touch—complete with a railroad chase, sheriffs and deputies in pursuit; hourly newspaper bulletins and correspondents covering the affair as if it were the Second Battle of Peachtree Creek.

A tilt before the railroad committee of the Georgia Legislature on August 8th led to the trouble. Mr. Calhoun stated that Captain Williamson had solicited him to become leading counsel for the C. R. & C. Railroad, hoping to use the Calhoun influence to unload that property on the Central of Georgia. Williamson was present and denounced this statement as a lie. Correspondence transmitted through the hands of friends failed to bring an understanding and they agreed to fight it out, Calhoun being the challenger, at the Alabama state line. Williamson selected improved hammerless Smith and Wesson pistols as weapons, five shots to a man. Saturday, August 10th, was the date chosen for the duel.

That it was not fought on the state line was due to the vigilance of Governor Gordon and Governor Seay of Alabama. Indeed, the two governors agreed that there must be no duel to shame the two states, or make the nation giggle. They ordered sheriffs along the state lines to get posses in readiness.

The two principals went calmly on with their plans. Mr. Calhoun selected his friend and fellow lawyer of Atlanta, Henry Jackson, as his second. Jack King of Rome acted as Captain Williamson's second. The duelling ground selected was close to the R. & D. tracks between Lawrence and Farill, Alabama, on the Farill plantation, four miles west of the Georgia line and 18 miles west of Rome.

Calhoun arranged to take the Georgia Pacific Railroad through Anniston; Williamson, the Western & Atlantic to Kingston, there to transfer to his private car. Both principals planned to brush off officials and the press. But the *Journal* and the *Constitution* were not to be brushed aside. They sniffed a good story and assigned their most alert men, including Gordon Noel Hurtel, Edward W. Barrett[72] and Ed Bruffey, to cover the duel. Both papers held presses ready for extras.

Hurtel and Barrett, assigned to Williamson's train, got aboard, and when the change to the private car was made, slipped in and crouched in the rear. Some two miles from Rome they were detected and put off. After a hot walk to Rome, they enlisted the aid of friends, among them John Temple Graves, who helped locate an engineer and engine. Soon afterward they caught up with the Williamson train, the engineer of which, being unfamiliar with the line, refused to proceed. Thereupon, the Messrs. Hurtel and Barrett struck a bargain. Their engineer knew the road. In exchange for seats in Williamson's private car they would make their engineer available. Williamson accepted. The train proceeded to Cedar Bluff, where almost at the same moment the Calhoun train rolled up.

At this juncture mounted peace officers galloped up. Both trains were started and soon outdistanced the law. Finally, as dark was approaching, the duellists and respective parties reached the Farill plantation. The seconds measured off the distance. Calhoun's second, Captain Jackson, had trouble getting a cartridge into his weapon. *Constitution* correspondent Ed Bruffey volunteered to help, and while trying to insert the cartridge the gun went off, taking with it the end of the obliging Mr. Bruffey's little finger. He proved to be the only casualty of the day.

The duellists then took their stand. At the word "Fire," a small volley ensued. When the smoke cleared it was seen that both were standing and everyone realized that there had been a misunderstanding. Williamson thought they should fire in quick order, awaiting no further signal; Calhoun, that they should fire once, wait for another signal and so on. Williamson had shot his five bullets, Calhoun only one, which struck a sapling and knocked some bark into his antagonist's face.

Then, aided by Captain Harry Jackson, a reconciliation was, with considerable difficulty, effected. Calhoun walked over to Williamson and the two shook hands. Georgia's last duel had ended happily. All hands boarded President Williamson's private car. Champagne was served and everyone settled comfortably on the plush seats while the doctor went to work on Ed Bruffey's little finger.[73]

On Sunday, January 6, 1890, S. P. Richards recorded in his diary:

> ". . . Our city is clad in mourning for two celebrated men who have just passed away, the one full of years and crowned with honor in the South and regarded with hatred generally in the North—ex-President Jefferson Davis. The other, Henry W. Grady, whose oratory has lately made him famous and beloved both in the South and in the North. He was suddenly cut down in the flower of his young manhood. $15,000 dollars has already been raised in voluntary subscriptions to erect a monument to his memory."

The late President of the Southern Confederacy had died in New Orleans on December 6th while visiting a friend in that city. The announcement of his death was greeted with sorrow throughout the South, and especially in Georgia. It was the wish of Georgians that Mr. Davis should be buried in this State, and a beautiful lot in West View Cemetery was offered the family for that purpose. It was decided, however, to accept the offer of the State of Virginia, and Mr. Davis was interred in Hollywood Cemetery, Richmond,[74] where also rest the mortal remains of two presidents of the United States, James Monroe and John Tyler.

On the day of Mr. Davis' funeral, memorial services were held in the State Capitol in Atlanta. Addresses were delivered by Mayor John T. Glenn, the Rev. G. B. Strickler, D.D., Albert H. Cox, Judge Howard Van Epps and others. Henry W. Grady, then on his way to Boston to deliver his last great speech, sent a telegram which was read at the memorial service.[75]

Grady was destined to return to Atlanta to die, shortly after delivering his famous Boston speech on December 12th upon the subject, "The Race Problem in the South." Indeed, he was a sick man when he left for "The Hub of the Universe" by private railroad car, accompanied by fifteen Atlantans, including his *Constitution* associates Howell and Holliday; Rufus B. Bullock, Dr. J. W. Rankin, Clarence Knowles, S. M. Inman, Dr. R. D. Spalding, Thomas D. Meador, W. A. Hemphill, Judge George Hillyer, John H. Inman, and Patrick Calhoun, the late duellist.[76]

Grady's speech to the Boston Merchants Association was a triumph and a fitting climax to a brilliant career. In closing he made a stirring appeal for sympathetic understanding between all sections of the country and a truly national patriotism:

> "Such, Mr. President,[77] is the problem as we see it; such is the temper in which we approach it; such is the progress made. What do we ask of you? First, patience; out of this alone can come perfect work. Second, confidence; in this alone can you judge fairly. Third, sympathy; in this you can help us best. Fourth, loyalty to the Republic—for there is sectionalism in loyalty as in estrangement. This hour little needs the loyalty that is loyal to one section and yet holds the other in enduring suspicion and estrangement. Give us the broad and perfect loyalty that loves and trusts Georgia alike with Massachusetts—that knows no south, no north, no east, no west, but endears with equal and patriotic love every foot of our soil, every State in our Union."[78]

Grady's latent cold broke with full force on the day following his speech, when he made a pilgrimage to Plymouth Rock in inclement weather. By the time he reached Atlanta on Tuesday, December 17th, he was unable to walk without assistance. He was too ill to respond to the demonstration which greeted him at the station. On the arm of his physician, Dr. F. H. Orme, and Donald M. Bain, he was led to a carriage and thence home. Each day his condition grew steadily worse. Pleuro-pneumonia developed. At 3:40 o'clock Monday morning, December 23rd, he died.[79]

The final rites were held on Christmas Day at the First Methodist Church, then on the present site of the Candler Building. Members of the Chi Phi fraternity acted as ushers and served as a guard of honor. At Mrs. Grady's request the services were simple. Assisting the pastor, Dr. H. C. Morrison, who gave the opening prayer, were Dr. W. F. Glenn, Dr. J. W. Lee, and General Clement A. Evans, all of whom read brief Scripture lessons; Dr. E. H. Barnett, pastor of the First Presbyterian Church, who also offered a prayer; and Dr. I. S. Hopkins, who pronounced the benediction. The choir sang four hymns, including Grady's favorite, *Shall We Gather at the River?*"[80]

The funeral procession, one of the longest ever seen in Atlanta, proceeded to Oakland Cemetery without pomp or display. The day was bright and beautiful, but all the gay Christmas colors in the business section had changed overnight to somber black and white. The streets were lined with silent, sorrowful people, and the only noise that broke the stillness came from tolling bells on churches, schools and public buildings. At Oakland the burial service of the Church was read by Dr. Morrison, after which the casket was placed in the recently completed mausoleum of the late Colonel John T. Grant.[81] Here the body remained until February 4, 1892, when it was removed to the Grady mausoleum in West View Cemetery.[82]

John Temple Graves, then editor of the Rome *Daily Tribune*, caught the keynote of popular feeling and placed his own feet on the ladder of oratorical fame when he declared at Atlanta's memorial service, on the day after the funeral, that Grady had died "literally loving a nation into peace."[83]

It is certain that no one man, before or since, accomplished more, or anywhere near as much, to bring North and South together and to create a New South as did Henry W. Grady.

A number of pioneer and well-known citizens of the Atlanta area, in addition to Henry Grady, also died during 1889. Among them were James W. Goldsmith, pioneer Stone Mountain business man and railroad agent; Richard Peters, Pennsylvania-born railroad builder, manufacturer and realty owner; Henry "Grand-pa" Bennett, Atlanta's pioneer horse-car driver; Dr. A. J. Pinson, long-time druggist and former city councilman; the Rev. George E. Bonner, pastor of Grace Methodist Church; Colonel Augustus B. Culberson, noted lawyer, native of Troup County and champion of the North Georgia moonshiners, many of whom he represented ably in Federal Court! Captain William G. Newman, native of Harrisonburg, Virginia, veteran of the Mexican War and the Confederate Army, former city councilman and well-known contractor; Judge Thomas Spencer, originally of Lancashire, England, resident of Atlanta since 1855, justice of the peace and stenographer of the Atlanta judicial circuit; Colonel William Wright, of the 38th Georgia Regiment and a pioneer settler of the Panthersville District of De Kalb; John M. Nace, who moved to Atlanta from Baltimore in 1858, flour miller and lumber dealer, killed when he jumped off a moving train at the Moore Street crossing; Israel Putnam, widely known fire insurance man; Judge Charles W. McGinnis, pioneer De Kalb citizen, a resident since 1827; Daniel J. Irby, pioneer Atlanta contractor and builder; Dr. Charles Pinckney, prominent physician, originally of Walterboro, South Carolina; Adolph Brandt, attorney, who died in Rome, Georgia, while addressing the Grand Lodge of Odd Fellows; Michael J. Ivy, lawyer, born in Edgefield, South Carolina, a son of Atlanta's original citizen, Hardy Ivy; James Veal, 98, veteran of the War of 1812 and a pioneer citizen of the Stone Mountain District of De Kalb; Dr. Henry H. Tucker, lawyer, educator and editor and proprietor of the *Christian Index,* from an accidental fall from the second floor of his home on Capitol Avenue; Colonel Edward M. Talliaferro, member of a pioneer South Fulton County family; Dr. J. L. Hamilton, prominent De Kalb County physician and member of the General Assembly; Samuel H. Shaw, son of the late Major George Shaw and a pioneer local printer; Daniel R. Turner, proprietor of the Cobb County end of the noted Mayson and Turner Ferry across the Chattahoochee; Joseph Walker, a resident of the Indian Creek Church section of De Kalb since 1839; Colonel Lochlin Johnson Winn, Decatur lawyer, Confederate veteran and member of the Constitutional Convention of 1877; and James M. Warren, native of Morgan County, a resident since Marthasville days, skilled cabinet maker and woodworker, known widely, particularly in northwest Atlanta as "Uncle Jim, the Walking Stick Man."[84]

The so-called "Elegant Eighties" saw the transformation of Atlanta from an unpaved, gas-lit and largely wooden town into an electric lighted, partially paved brick city. During the last year of the decade the city limits were extended to Sixth Street on the north, to the East Tennessee railroad shops on the south, to Inman Park on the east, and Ashby Street on the west. Clubs gave local social life a metropolitan air, and the business and commercial life of the city began to crystallize into channels leading to man-of-the-decade Henry Grady's prophecy of a New South.

NOTES—CHAPTER 67

[1] *Annual Reports of Officers of the City of Atlanta, for the Year Ending Dec. 31 1888* (Atlanta, 1889), 277.

[2] Commission Book, Department of Archives and History.

[3] *Ibid.*

[4] "Garrett's Necrology."

[5] *Annual Reports, Officers, Atlanta, 1888,* pp. 2-3.

[6] *Ibid.,* 213-214.

[7] *Ibid.,* 1889, p. 21.

[8] *Ibid.,* 49.

[9] *Ibid.,* 82.

[10] *Atlanta Constitution,* April 25, 1889.

[11] *Annual Reports,* 1889, p. 15.

[12] *Atlanta Constitution,* Mar. 29, Mar. 31 and Apr. 6, 1889.

[13] *Annual Reports,* 1889, p. 29.

[14] *Ibid.,* 137-138.

[15] *Ibid.,* 138-139; *Atlanta Constitution,* Feb. 9, 1935.

[16] Hiram R. Romans, "Half a Century of Shrinedom in Atlanta," *Atlanta Constitution Magazine,* Dec. 3, 1939.

[17] *Ibid.*

[18] *Ibid.*

[19] *Ibid.*

[20] *Ibid.;* Miller, ed., *Atlanta,* 86.

[21] Romans, "Half a Century of Shrinedom," *loc. cit.*

[22] *Ibid.*

[23] *Ibid.*

[24] *Ibid.*

[25] *Ibid.;* Frederick G. Storey to Franklin M. Garrett, Sept. 19, 1952.

[26] Romans, "Half a Century of Shrinedom," *loc. cit.*

[27] *Atlanta Constitution,* Jan. 10, 1926.

[28] *Ga. Laws,* 1886, p. 162.

[29] *Atlanta Constitution,* Sept. 5, 1888.

[30] The building yet stands, on the south side of Edgewood Avenue between Waverly Way and Elizabeth Street.

[31] *Atlanta Constitution,* Aug. 25, 1889.

[32] Wright, "Georgia Power Company," *loc. cit.,* 204;*City Directory,* 1890, p. 368.

[33] Annie Laurie Fuller Kurtz," Street Car Riding in Atlanta," *Atlanta Journal Magazine,* Mar. 15, 1936.

[34] Cooper, *Fulton County,* 615; *City Directory,* 1890.

[35] *City Directory,* 1891; "Garrett's Necrology."

[36] Cooper, *Fulton County,* 615.

[37] *City Directory,* 1859.

[38] *Atlanta Constitution,* Jan. 20, 1889; city directories, 1870-1889.

[39] *Atlanta Constitution,* Sept. 29, 1889; *City Directory,* 1890.

[40] *Atlanta Journal,* July 30, 1910.

[41] "Garrett's Necrology."

[42] *Atlanta Constitution,* Feb. 15, 1928.

[43] Personal knowledge of the present writer, then night manager at Western Union's main office in the Journal Building.

[44] *Atlanta Constitution,* April 13, May 9, 1889.

[45] Candler and Evans, editors, *Cyclopedia of Georgia,* III, 330.

[46] *Ibid.*

[47] "Garrett's Necrology."

[48] *Ibid.*

[49] Rev. James Stacy, D.D., *A History of the Presbyterian Church in Georgia,* (Atlanta, 1912), 174-176.

[50] *Ibid.*

[51] *Ibid.*

[52] *Ibid.;* "41 Years at Agnes Scott," *Atlanta Journal Magazine,* Aug. 31, 1930.

[53] *Atlanta Constitution,* July 9, 1952.

[54] Stacy, *Presbyterian Church in Georgia,* 175.

[55] Cooper, *Fulton County,* 482.

[56] "41 Years at Agnes Scott," *loc. cit.*

[57] Cooper, *Fulton County,* 482.

[58] "41 Years at Agnes Scott," *loc. cit.*

[59] *Ibid.*

[60] Cooper, *Fulton County,* 484.

[61] "41 Years at Agnes Scott," *loc. cit.*

[62] Cooper, *Fulton County,* 484.

[63] *Ibid.*

[64] Martin, "The State Capitol," *loc. cit.,* 12; Cooper, *The Story of Georgia,* III, 318.

[65] Cooper, *Georgia,* III, 318.

[66] Quoted, *ibid.,* 318-319.

[67] Martin, "The State Capitol," *loc. cit.,* 12-13.

[68] *Ibid.,* 14; "Beauty Treatment for Capitol," *Atlanta Journal Magazine,* Sept. 8, 1929.

[69] Martin, "The State Capitol," *loc. cit.,* 17.

[70] Quoted, C. J. Holleran, "Know Your Georgia," *Atlanta Constitution,* Oct. 10, 1951.

[71] Record of Postmasters, Fulton; *Memoirs of Georgia,* I, 851.

[72] Later, proprietor of the Birmingham *Age-Herald.*

[73] Battey, *History of Rome and Floyd County,* 325-342; Harnett T. Kane, "Atlanta Reporter Was Only Casualty of South's Last Duel," *Atlanta Journal and Constitution Magazine,* Oct. 21, 1951.

[74] Cooper, *The Story of Georgia,* III, 322.

[75] *Ibid.*

[76] Nixon, *Henry W. Grady,* 317-319.

[77] Jonathan A. Lane, President, Boston Merchants' Association. Andrew Carnegie was the speaker immediately following Grady.

[78] Quoted, Nixon, *Henry W. Grady,* 323.

[79] Nixon, *Henry W. Grady,* 325-330.

[80] *Ibid.,* 330.

[81] *Ibid.,* 330-331.

[82] "Garrett's Necrology."

[83] Nixon, *Henry W. Grady,* 331.

[84] "Garrett's Necrology."

Section X

THE EIGHTEEN-NINETIES

Suburban Development. The City Becomes Metropolitan in Appearance and Manner. An International Exposition and a Small War

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CHAPTER 68

1890

THE creed of Henry W. Grady and of the decade of the 'eighties had been: "Industrialization of the South; glorification of the capitalist and his way of life; political, economic and cultural unity between the South and the East; rigid subordination of class conflict in the South to the maintenance of a *status quo* of a business man's regime identified with white supremacy; and the exclusion of the Negro from political life." The creed of the 'nineties, best expressed by Tom Watson, a rising young actor on Georgia's political stage, was just the reverse. It embraced: "Agrarianism, for the South, a glorification of the farmer and his way of life; war upon the industrial East and alliance with the agrarian West; open and relentless class conflict with the enemy classes both within and without the South; and the enlistment of the Negro in the battle for the farmer, equipped with as many political weapons as Watson dared give him."[1]

During John B. Gordon's two administrations as governor, Grady's gospel of the New South bore fruit. The taxable wealth of Georgia increased about \$87,000,000, which included town and city property; railroads \$14,360,150; farm land, \$13,789,513; banking, \$6,160,755; cotton mills, \$3,230,518; and iron works, \$186,231.[2]

In his last message to the General Assembly, in 1890, Gordon reported: "The most cheering indications connected with the material condition of the State are the rapid multiplication of manufacturing industries, the increasing diversity in the pursuits of the people, and consequent constant creation of home markets for the products of labor. From Nickajack to Tybee, Georgia presents a pleasant picture of peace and plenty and prosperity, whilst she has made immense strides in material and intellectual progress, and feels today the impulses of a higher and broader development."[3]

Like most spokesmen of the New Industrial South, Gordon, in his optimism, seemed to forget the most important producers of all, the farmers. True, the Southern farmer had listened apathetically to preachments on diversified crops, scientific methods, and improvements from Grady and other sincere well-wishers ever since the War. Yet, since that cataclysm he had fared less and less well. Hired Negro farm labor proved no substitute for the closely supervised laborer of ante-bellum days. Economic failures led to a rapid disintegration of plantations into smaller holdings. Cotton, the chief agricultural crop of Georgia soon descended from its price of \$1.00 per pound at the close of the War. During the 70's it sold for approximately twelve cents, nine cents during the 80's and seven during the 90's.[4]

True, the amount of the crop almost trebled during this period, but the farmer, in addition to low prices and unstable labor, also suffered from the lack of credit. The government offered no financial assistance to agriculture, and land, the only basis of credit that most farmers owned, was not a type of collateral that found favor with banks. The emergence of the crop-lien system provided necessary credit in time of emergency, but it entailed many subsequent evils and kept most farmers, particularly tenants, eternally in debt.[5]

This general situation among the farmers of the country, particularly in the South and West led to what has become known as the "Agrarian Crusade." During the 70's and 80's organizations of farmers, Granges, Alliances, Wheels, Associations, proliferated throughout the land. An amalgamation of various groups led, in 1889, to the formation of the National Farmers' Alliance and Industrial Union. The Southern branch of the Alliance alone claimed a membership of 3,000,000 by 1890. Within three years after its first appearance in Georgia in 1887 there were more than 2000 lodges in the State with a combined membership exceeding a hundred thousand.[6]

At first the Farmers' Alliance was non-political, but believing that the National Government had long been controlled by New England industrialists and capitalists, the embattled farmers turned their attention to political action. At a great meeting in St. Louis in December, 1889, attended by Farmers' Alliances, joined by the Knights of Labor, a program was evolved to which candidates for office must conform in order to secure the support of the two organizations. Its principal features were:

"Free and unlimited coinage of silver.

"Abolition of national banks and substitution of government paper for bank notes.

"Laws to prevent speculation upon the produce exchanges.

"Government ownership of railroads.

"Revision of taxation, Federal, State and local."

In addition to this program the Farmers' Alliance of the South added the "sub-treasury plan," a somewhat dangerous feature. Called "truckpatch currency," it provided that the Federal government would lend money on non-perishable farm products stored in government warehouses. This plan was criticized as impracticable and certain to end in disaster. Nevertheless the Alliance made support of the sub-treasury plan the acid test of candidates for office.[7]

By 1890 the Alliance had become so powerful in Georgia that the Democratic Party had to embrace its principles. In fact, said Evan P. Howell, of the *Atlanta Constitution,* "The Farmers' Alliance *is* the Democratic Party."[8]

In the summer of 1889 two men rose to prominence as candidates for the governorship. They were William J. Northen, of Hancock County and Leonidas F. Livingston, of Newton County. Both were planters and had served in the Legislature. Both had been president of the State Agricultural Society, and both were connected with the Alliance movement. Livingston, the more radical of the two, was then president of the State Alliance of Georgia, and advocated its full program, including the sub-treasury plan. Northen represented the conservative element. As a successful farmer he was deeply interested in their welfare, but he was not in favor of the sub-treasury plan or government ownership of railroads. He did favor reduction of taxes, the improvement of schools and more efficient railway regulation.[9]

A hot campaign seemed to be in the offing, but in the summer of 1890 Livingston withdrew as a candidate for governor and was elected to Congress from the 5th District (including the City of Atlanta). Northen was elected governor without opposition. Thomas E. Watson, of McDuffie County, whose full-length statue now stands in front of the State Capitol, was elected to Congress from the 10th Congressional District, thus making his entrance into national politics. Indeed, all ten of the Congressmen elected from Georgia that year supported the Alliance movement. In addition the Alliance named three-fourths of the Senators and four-fifths of the Representatives to the General Assembly.[10]

The resulting Assembly, that convened in November, 1890, was characterized by the press as the "Farmers' Legislature." Then, somewhat anachronistically it chose, as speaker of the House, Clark Howell, 27-year old son of Evan P. Howell, owner of the *Constitution,* and a railroad promoter. As a successor to Joseph E. Brown, retiring U. S. Senator, the Assembly elected John B. Gordon, former senator and ex-railroad president.[11]

As far as legislation was concerned, the "Farmers' Legislature" was a disappointment to some of the more radical Alliance men. It extended the regulatory powers of the Railroad Commission to cover telegraph and express companies; established a thirteen-hour day for railway employees; expanded the inspection of banks with the view of safeguarding deposits; provided additional regulations for primaries, aimed at preventing the stuffing of ballot boxes; expanded the inspection of fertilizer and cottonseed meal; prohibited combinations or pools of insurance companies in restraint of trade; declared Labor Day a holiday, and established an Arbor Day; prohibited the sale of intoxicants in the vicinity of rural schools and churches; made provision for a State Normal School at Athens to train teachers for the public schools; set up an annual appropriation of $8000 for a school for colored youths as a department of the University; raised the rate of the general property tax by one and one-half mills to cover increased State expenditures; and passed enough local and special laws to fill a volume of 1096 pages.[12]

A few months before William J. Northen was elected governor and came to Atlanta, in which city he was to reside until his death in 1913, the furniture in the old Capitol at Forsyth and Marietta streets was auctioned, followed in a few days by the sale of the building itself.

The furniture was auctioned on March 13th, 14th and 15th, 1890, and brought a total of $2075. Two sought-after items were the chairs used by President and Mrs. Cleveland when they visited the city in 1887, both of which were marked at the time. After a lively bit of bidding Judge Nisbett purchased the one used by Mrs. Cleveland, and Eugene Hardeman secured the other, known as "President Cleveland's chair," for a friend.[13]

The sale of the building, authorized by the legislature at a minimum price of $125,000, was conducted on March 18th. Dr. Henry L. Wilson, the auctioneer, was rated as one of the best in the city. He was a stubby, blond man of medium height, with a brusque manner and a quick, keen glance. In action his lips flew like a flutter-mill, and his speech ran on like the brook, without a pause for breath or refreshments. His custom was to open a big sale with a five-minute oration on the value of property in Atlanta, with particular emphasis on that in the neighborhood of the sale. The present sale was no exception to this custom.[14]

By eleven o'clock there was a large crowd in front of the old capitol. At that time a one-horse dray, drawn by a mild-mannered mule, approached the building. On it was a darky with a red flag and a big bell. When he moved up and down the sidewalk ringing the bell, the crowd thickened rapidly and jammed that side of the street. The crowd was largely composed of wealthy and influential citizens. W. D. Grant smoked a cigar quietly, Governor Bullock stood by a big telegraph pole talking to a circle of friends, every now and then looking up affectionately at the big red building where he used to hold forth in days gone by. Walker Inman stood on the sidewalk talking to William Dickson. James R. Wylie was a little way off, and Jonathan Norcross joined the crowd about Governor Bullock. Colonel D. N. Speer was near by.[15]

The bidding started at $125,000 and ended at that figure, since the building was subject to purchase by the city at that figure for use as a city hall. The city had used rented quarters in the Chamber of Commerce Building at Pryor and Hunter streets since demolition of the old city hall in favor of the new State Capitol. The successful bidder was a syndicate composed of Joel Hurt, M. C. Kiser and James D. Collins. A few days later M. C. Kiser sold his interest in the purchase to Messrs. William H. and Samuel H. Venable.[16]

The city finally declined to buy the building; Mr. Hurt sold his interest, and the new owners, Venable Brothers and Collins, during the summer of 1890, remodeled the structure into a handsome office building. During the process of remodeling the faithful old State House clock was removed from the cupola fronting Forsyth Street and placed in a new tower at the corner of the building facing northeast.[17]

The city government for 1890 was composed of the following individuals:

MAYOR: John T. Glenn.

ALDERMEN: Albert Howell, Jacob Haas, W. M. Middlebrooks, H. G. Hutchinson, James G. Woodward and Augustus M. Reinhardt.

COUNCILMEN: First Ward, Joseph Hirsch, Jesse P. Kinyon; Second Ward, J. J. Meador, A. J. McBride; Third Ward, A. S. Robbins, W. H. Hulsey; Fourth Ward, J. S. McLendon, J. C. Hendrix; Fifth Ward, A. L. Kontz, Joseph Lambert; Sixth Ward, H. T. Inman, Porter King.[18]

New members of Council were Aldermen Woodward and Reinhardt, assistant foreman of the *Journal* and lawyer, respectively; and Councilmen Kinyon, bookkeeper car shop, W. & A. R.R.; McBride, real estate dealer; Hulsey, lawyer; Hendrix, real estate and renting agent; Lambert, landscape gardener, and King, lawyer.[19]

CITY OFFICERS: Clerk, A. Park Woodward; Marshal, J. W. Loyd; Comptroller, J. H. Goldsmith; Auditor and Recorder, J. A. Anderson; Attorney, J. B. Goodwin; Assistant Attorney, J. T. Pendleton; Tax Collector, R. J. Griffin; Chief Assessor, C. D. Meador; Tax Assessors, T. J. Malone, C. J. Keith; Treasurer, Joseph T. Orme; Engineer, R. M. Clayton; Messenger, Zadoc B. Moon; Sexton, W. A. Bonnell.

POLICE DEPARTMENT: Commissioners, J. W. English, W. R. Brown, John Stephens, W. H. Brotherton, J. F. Lester, Chief of Police, A. B. Connolly.

FIRE DEPARTMENT: Chief, W. R. Joyner; Foremen, Jacob Emmel, T. W. Haney, W. H. Clowe, J. C. Walters, H. P. Haney; Assistant Foreman, No. 1, W. B. Cummings.

BOARD OF HEALTH: W. S. Armstrong, M.D., President; J. B. Baird, M.D., Secretary; W. M. Curtis, J. F. Alexander, M.D., J. T. Cooper.

WATER COMMISSIONERS: C. C. Hammock, President; W. G. Richards, Superintendent.

BOARD OF EDUCATION: W. A. Hemphill, President; Dr. E. J. Roach, Vice-President; David Mayer, Treasurer; Major W. F. Slaton, Secretary and Superintendent; two members from each ward and three from the city at large.

COMMISSIONER OF PUBLIC WORKS: Michael Mahoney; Clerk, Clarence Moore.[20]

The city over which these men presided had a population, in 1890, of 65,533. The same census gave Fulton County a total population of 84,655. This represented an increase over 1880 for the city of 28,124, and for the county of 35,518.[21]

Members of the Fulton County Commission for 1890 were Calvin W. Hunnicutt, William J. Garrett, Anthony Murphy, Henry L. Wilson, and James D. Collins.[22]

To this Commission came what was probably the first suggestion for a county police force. It originated with Captain James M. Wright, of the City Police Force, who on September 1st advanced some strong arguments in favor of a county force. He said:

"We never have trouble in the heart of the city. It's always out about the city limits, or just outside the limits.

"If it happens inside the corporate limits the first thing the offender does is to get beyond the limits, knowing that the police have no jurisdiction out there.

"But take Bellwood for instance. Never a week passes there without a murder or a robbery or some serious violation of the law. But the Atlanta police can extend no protection. It's out of our jurisdiction.

"Between West End and East Point there is often trouble and police are needed.

"In the neighborhood of Clark University and out about the East Tennessee shops there are settlements that ought to be under police surveillance.

"Out towards Edgewood and in the vicinity of Inman Park there are settlements equally without protection. Ponce de Leon and all out Peachtree Street, beyond the limits, ought to be policed.

"Then again, the worst dives and gambling dens are just outside the city. Every Sunday, in particular, people congregate at these places and in the woods, and drink and gamble and carouse; and there is no way to break it up. Negroes swarm at these suburban resorts and drink and fight and gamble all day. This is dangerous to life and property in that neighborhood. A murder, or rape, or any offense of that sort cannot be followed up promptly out there.

"What Fulton County needs is a mounted police force to cooperate with the Atlanta force, and break up all this. It wouldn't require many men, if the right sort; and it wouldn't cost much, the fines for these offenses going to the county and helping to make the force self-sustaining.

"It would perhaps require an act of the legislature to give the county commissioners full authority in the matter, but it would amply repay all trouble and expense.

"In all counties north, as thickly populated as Fulton, this is done. It ought to be done here."[23]

The apparent need notwithstanding, a regularly constituted County police force did not take form until 1902, at which time Allison Q. Turner, a grandson of Daniel R. Turner, co-founder of the Mayson and Turner Ferry, was made chief.[24]

Though the Atlanta police force had no jurisdiction beyond the city limits as of 1890, it stepped out that year with a brand new patrol wagon, one of the handsomest and best vehicles of the kind in the country. Said the *Constitution* on June 24th:

> "It is, sure enough—one of the finest—the new patrol wagon is.
>
> "For a week past the new wagon has been standing in a conspicuous place in the big repository of John M. Smith, on Wheat Street, and it has attracted a great deal of critical attention. . . . The nicety of the workmanship and finish will compare well with fine carriages or buggies.
>
> "The body of the wagon is painted a dark, brilliant green, with bright gold striping and figuring. Along each side, in fancy gold letters, are the words 'Police Patrol.'
>
> "A rich carmine covers the wheels and running gear, which is delicately striped in black and white. The hubs of the wheels are set off by massive silver-plated bands and heavily silver plated axle nuts with the imprint of the maker cut upon them. . . .
>
> "All the seats are upholstered in the best of russet leather, fastened tightly down with straps. Three compartments are arranged beneath the driver's seat, for carrying rubber coats [the wagon had no top] or anything else of use about such a vehicle. Under the two long main seats are places for the stretcher, which always goes with the wagon, guns, axes, fire apparatus, tools, etc. All these compartments are furnished with first-class locks.
>
> "Along the backs of the seats run strong iron rails, to which prisoners may be fastened if expedient. These rails are finely silver-plated, the work being done by hand under Mr. Smith's personal supervision in his factory. The rails at either side of the steps at the back end of the wagon are also silver-plated, while the interior of the body is handsomely grained in natural oak, highly polished. . . .
>
> "There is a large brass gong with foot attachment at the driver's side, and beside the two silver-plated lamps in front, a heavy brass lantern is held by a hook and strap, ready for use, at the right side of the rear steps.
>
> "Altogether, the new patrol wagon is a fine piece of work. Just such a one as will go well with Atlanta's splendid police force. It will create a small sensation when it appears upon the streets.". . .

Prior to 1880 Atlanta had no sewer system worthy of the name. By 1890 it had what for that time was a modern system, designed by Rudolph Hering, the eminent sanitary engineer.[25]

True, Atlanta in common with most southern cities in the 1870's, had its "ditch," the main headstream of South River that came from a spring under the Kimball House and ran in a southeasterly direction along Loyd (Central Avenue) Street to Fair Street. Some of Atlanta's better residences around that area in the post-bellum years ran sewers to the stream. This kept their premises clean but the ditch soon became foul. Then, about 1880, the City lined the ditch with rocks and covered it over to make Atlanta's first sewer. Other sewers followed—some of them still in use. As the city grew, the sewers grew with it and with each extension the conditions at the sewer outlets became more and more troublesome.[26]

Indeed, the Loyd Street sewer, Atlanta's original, became, during the late eighteen-eighties, a constant source of annoyance. Said the Board of Health in its Annual Report for 1889: "Two of the main old sewers deserve special mention as dangerous nuisances. They are wretched excuses for sewers, and are a constant menace to the health of the city. Reference is made to the Loyd Street sewer from the union passenger depot to Fair Street, and the fourth ward or Butler Street sewer."[27]

By 1885, the Atlanta Board of Health reported that there were 17 miles of sewers in the city, discharging into streams as little as 600 yards from the center of the city; that many sewers were in poor condition, and that something needed to be done about it. Three years later, the city engaged Rudolph Hering to make an engineering study of the problem and the Board exulted, "At last—the righteous cause has triumphed and the most important sanitary advance ever attempted in the City has been accomplished."[28]

Hering recommended a carefully designed sewerage system with well laid pipes that would carry the sewage far out of town to five brooks leading away from the City, which, while an improvement, contaminated every stream in the vicinity, including South River, the site of Atlanta's water works, soon however to be moved to the Chattahoochee River.

The virtual completion of the Hering sewerage system during 1890 did not mean that Atlanta was by then a water-closet city. It was still, by more than three to one, a privy town. At the close of 1889, the number of surface privies within the sanitary limits was 5844. Privies within the city limits, but outside of the sanitary limits were 3156, making a total for the city of 9000. The number of water closets within the sanitary limits was 2529, while 300 were located in the city but without the sanitary limits, for a total of 2829. Some 852, or about 30 per cent had been installed during the year. Twelve two-horse night-soil wagons were kept busy during 1889 hauling 7112 loads of human excrement to the dumping grounds west of the city.[29] Even so, the new Hering system was a great step forward insofar as the health, cleanliness and comfort of the city was concerned.

The 1890 sewer system was, however, soon outgrown. In 1910 Mr. Hering was again engaged to prepare a second report. This time he recognized that Atlanta, perched on a hilltop eight miles from a big river, had to do more than just drain sewage to the small streams outside the city limits. He recommended trunk-line sewers far down the major creek valleys to treatment plants where the sewage could be treated in Imhoff[30] tanks. The plants were located on Entrenchment Creek, south of the city; Proctor Creek, to the west, and on Peachtree Creek at the mouth of Tanyard Branch, now part of the Bobby Jones Golf Course. These Imhoff tanks, completed in 1912, were the first large ones in the United States, the first, a small one, having been completed a year earlier in New Jersey.[31]

As late as the 1930's, however, not all of the city's sewers led to the treatment plants. This inadequacy was recognized in 1926, at which time a bond issue was authorized for topographic mapping and thorough preliminary sewer studies. Under the leadership of William A. Hansell and Clarke Donaldson, the City made an excellent set of topographic maps in cooperation with the Geological Survey. With these maps the city laid out a widespread sewer system that was designed for the next fifteen years. The report, participated in by Ezra Whitman's enginering firm of Baltimore, was accepted in 1930.[32]

During the depression, between 1933 and 1938, Atlanta took advantage of the W.P.A., and built modern sewage treatment plants. Those on South River and Entrenchment Creek are secondary treatment plants because the receiving streams have relatively small flows. The Clayton Plant, near Bolton on the Chattahoochee River operates normally as a primary treatment plant with auxiliary chemical treatment for use during droughts. In 1951 the city had 980 miles of sewers, all of them leading to treatment plants[33]—a far cry from the lone rocky Loyd Street sewer of 1880.

Two well-known organizations made their local debut during 1890, the B.P.O.E. and the Salvation Army.

In 1888, a dispensation was granted by the then Grand Exalted Ruler, Hamilton E. Leach, of Washington, D. C., for the organization of a lodge to be known as Atlanta Lodge No. 78 Benevolent and Protective Order of Elks of United States of America. For reasons not apparent in the records, rights under this dispensation were not exercised. Then, in early 1890 a dispensation was granted by Grand Exalted Ruler, Simon Quinlin, of Chicago, for the reorganization of Atlanta Lodge No. 163 (subsequently changed to 78), and the lodge was instituted on March 15th. Daniel W. Rountree, an attorney, was elected the First Exalted Ruler to serve until April 1, 1891, at which time he was succeeded by Thomas Cobb Jackson, also a young attorney and a son of the noted Captain Henry Jackson.[34]

Atlanta Elks have always been known for their beneficences. During the depression of the 1930's they fed nearly 200,000 men, women and children, and gave out about 8000 articles of clothing and shoes.[35] Since 1926 Atlanta Lodge No. 78 has occupied the handsome former home of the late J. Carroll Payne at the southwest corner of Peachtree and 4th streets.[36]

On an autumn day in 1890, two fighting evangelists, Major and Mrs. John Dale, formerly of London, England, came to Atlanta to bring religion into the alleys and streets of the bustling young city. A few days after he arrived here, Major Dale wrote: "I am writing this in Atlanta, Georgia, the famous city of the South. You know we have some soldiers and friends here, who are determined we shall open, which we do on Saturday, October 19. More later on."[37]

And open the meeting they did, in a dingy room at 130 Marietta Street. Rough boards were placed on boxes for seats, faintly illuminated by the flickering light from a few smoky kerosene lamps. Another meeting was soon held in the open air at Spring and Marietta streets. The crowd was quiet and orderly. After the service a few of the listeners followed the Major and his wife into the hall for another service. Thus did the Salvation Army begin its useful work in Atlanta.[38]

Slowly but surely the local organization grew, and nightly the soldiers of Christ's Army took to the streets with drum and tambourine, working towards one end: "Save to Save Others." In 1899, after a couple of other moves, headquarters were established at 194 Edgewood Avenue, and the growing Atlanta office became the district headquarters for the entire State of Georgia.[39]

At the turn of century too, began the social welfare program that has made of the Salvation Army a kind friend, ever ready to extend a helping hand to the sick, weary and underprivileged. In 1913 the growing Army had nearly 200 officers and members, and the local unit became southeastern headquarters of the organization. The social service building on Luckie near Simpson Street was built in 1922, the framework of the structure being made of the wreckage of Salvation Army cantonments in World War I training camps. In 1927 the four-story headquarters building on Ellis Street between Ivy and Courtland was occupied, since which time the record of the Army in Atlanta has been one of ever-growing social service to the needy.[40]

On January 1, 1890, appeared a new publication, of particular interest to lawyers and real estate men, the *Fulton County Daily Reporter,* published by J. F. Kempton & Bros., at 6 E. Alabama Street and in the basement of the courthouse. It has been issued every day since then, except Sundays and legal holidays, and is now under the direction of Frank Kempton, a son of the founder, as the Daily Report Company, on Pryor Street across from the courthouse.[41]

The recently established Georgia Institute of Technology held its first commencement on June 15, 1890,[42] and earlier in the year S. P. Richards noted progress at Spelman Seminary, an older educational institution, for Negro girls and women. On February 16th, he recorded in his diary:

"Wife and Kate accompanied me to Spelman Seminary by invitation of Miss Packard, the principal, to witness the setting apart of Miss Clara Howard as a Missionary to the Congo in Africa. Clara is a graduate of Spelman, a tall negress, very black, but as intelligent and ladylike as almost any white girl and more so than the general run of them. We were very much interested in the exercises."

Again, on March 4th:

"Miss Packard sent me two tickets to a concert and entertainment at Spelman and Sallie and Kate and myself rode out there at 8 P.M., and were certainly not only entertained but much surprised at the attainments of the colored girls in music and elocution. No school of white girls could have done better and they performed their various parts promptly and without aid from the teachers, who sat quietly and looked on."

During the quarter century since 1865 and the end of the War, a number of Atlanta Negroes, all born to slavery, had accumulated property and made names for themselves as thrifty and industrious citizens. In August, 1890, a number were interviewed by the *Constitution,* which published the following account:[43]

"There are some thrifty negroes in Atlanta.

"They have made money, and saved it, and having lived in the quiet pursuit of business achievements rather than to take a progressive stand in political matters, their fortunes are today a conclusive evidence that the negro, as long as he follows with sober thrift and industry his different pursuits, is at home with white friends in the South.

"It is, indeed, interesting to hear these old ante-bellum slave darkies tell of their lives, for nearly all of them who have amassed anything like a comfortable fortune were slaves before the war, and started out in life with no capital.

"It is true that they had something more valuable than capital to start with, for in the very training school of their slavery they were cultured and refined to a degree far superior to that which would at first be imagined.

"Refraining from the reckless aggression of their race so manifest just after the surrender of the South, there were many of the old plantation darkies who went to work in the trades they had learned from their masters, and with faithful labor and thrift have laid up for themselves and families snug little fortunes.

"Some of these were blacksmiths, some were carpenters, some were stablemen, some farm laborers. All of them were respectful and unobtrusive upon the planes of life which were not their own.

"In politics, as a matter of course, all of these negroes are republicans; or call themselves so. They vote for a republican president, but declare they take whatever stand as best suits them in local elections.

"It is strikingly interesting, but not at all surprising, that the colored men who have made most progress since the war will tell you they are no politicians, but quietly vote the way they choose without any hesitancy, and without any interference from the white voters.

"From the tax collector's office, the *Constitution* secured the names of the richest negroes in Atlanta and gives below the story in brief of their careers, both in a business and political light.

R. D. BADGER

"Among the negroes of Atlanta, conspicuous for their means is R. D. Badger, the colored dentist of Peachtree Street. Badger pays tax on $9600, and when questioned as to how he made it, said:

" 'I was a slave, and belonged to Dr. J. B. Badger, of De Kalb County. He taught me dentistry, and I came to Atlanta in '56 to practice. I didn't have any money and had to work on Sunday to pay for my instruments. But I soon got a start, and have made and saved money since that time.

" 'As to politics I have always voted for a republican president, but that's the extent of my politics. I always vote with the democrats in local matters, and don't stand in with the republicans of Atlanta much, anyhow. They call me a democrat. I have no desire to leave the south. I am at home and contented here.' "

WILLIS MURPHEY

"Willis Murphey pays tax on $6725.

" 'I was a slave and was owned by Mr. L. M. Murphey, of Jonesboro.

" 'I started life in Atlanta as a carpenter. Came here with $130, and bought a lot for $100 and some lumber for $30. Built me a house, sleeping on the ground in the meantime.

" 'I worked as a carpenter until '81, when I went into mercantile pursuits with what money I had earned. Soon I was able to buy the granite store [498 Decatur St.] in which I now do business [groceries].

" 'I am a republican, but take no stand in politics to amount to anything. I never canvassed for any candidate in my life. I vote for republicans in national elections, but I do as I think best in local issues regardless of party.' "

A. J. DELBRIDGE

"Delbridge is a shoemaker and pays tax on $3075.

" 'Yes, I was a slave,' said he, in response to the inquiry.

" 'I was owned by G. W. Delbridge, of Notasulga, Alabama, and came to Atlanta in '65 and went to work in a livery stable without a penny.

" 'Shoemaking was my trade and I soon went back to it. I made money and saved it.

" 'Always I have been a republican, and have had no trouble in voting for republican candidates whenever I wanted to do it.' "

James Tate

"The taxable property of James Tate amounts to $7000.

" 'I was a slave,' said he, 'and belonged to Dr. A. G. Tate, of this state.

" 'I came to Atlanta in 1865, and commenced selling goods with $16 capital. I conducted myself in a way to get credit, and I have been aided by white men in Atlanta. I paid them back and am now doing a good business [James Tate & Son, dry goods, 220 Decatur St.].

" 'I am a republican. The white people never make me feel any the worse for my politics or my color, and all my interests are with them.' "

Peter Eskridge

"Peter Eskridge is one of the richest colored merchants in Atlanta [grocer, 179 Wheat St.].

" 'I was a slave, and was owned by Dr. John Eskridge, of Jackson County.

" 'I came to Atlanta in '60 without a cent, but was as good a blacksmith as ever held a horse's leg between his own; so I made money.

" 'I have been a merchant five years. I vote the republican ticket in all national campaigns, but the democratic on local issues.' "

David T. Howard

"According to the tax books David Howard's property amounts to $9600.

"When asked about his career, he said:

" 'I was a slave and belonged to Colonel T. C. Howard, of Atlanta. After the war I began as a railroad porter and made some money that way. My old master left me $200 at his death and with this and what I made in the railroad business I have been able to go into the undertaking business.

" 'I am a republican, but what might be termed an independent republican. I do not affiliate very devotedly with the party, but always vote for a republican president.' "

Floyd H. Crumbley

"Floyd Crumbley pays tax on property that is valued in round numbers at $7000. He is a progressive merchant [groceries, tobacco and stationery] on Wheat Street.

" 'I was a slave,' he said, 'and still hold the name of my master, Dr. Crumley, who lived in Floyd County.

" 'After the war I joined the United States Army and went with a division out to Texas and Indian Territory.

' 'I got to be sergeant major while in the army, but quit the service after staying in the west for five years.

" 'I came back to Atlanta and went to clerking. In '85 I began the mercantile business on my own hook. Messrs. Wylie and Green gave me a start by letting me have $300 worth of goods. Upon this I have built up my comfortable little fortune.

" 'I am a republican, but I have no affiliation with the party in Georgia, more to vote with it in national elections. I have never met with the slightest interference from the white people, either at the ballot box or over my counters. They are my friends, and I always conscientiously vote for what I consider the best interest of Atlanta.' "

While Atlanta had always been known primarily as a commercial and transportation center, its population was by no means without an appreciation of the artistic, and by 1890 several good artists were contributing their skills to the local scene. On November 30, 1890, the *Constitution* took cognizance:

". . . When Jefferson Davis died [last year], and the people of the south wished to have his beloved face perpetuated in marble, a resident of our own city was selected to undertake the task.

"Mr. Orion Frazee, the well-known sculptor, went to Mississippi and took a death mask of the illustrious dead. . . .

"Henry Grady predicted that this statue would make the artist famous, and its presentation before the public will be an era in art circles.

"Mr. Frazee has the sensitive soul of the true artist. . . . His bust of Grady is a wonderful production, the likeness is so perfect and the work so delicate. . . . The people of Atlanta who have never made a visit to the studio [66½ Whitehall St.] of this, our only sculptor, have missed a rare treat.

"The art of painting is well represented in Atlanta, and the interest in this line is rapidly increasing. The first prize in the art department of the Piedmont Exposition was won by a young lady whose beauty of person and character have made her very popular in the Gate City.

"Miss Minnie McAfee is one of the youngest of our professional artists, but her work shows a delicacy of touch and fine finish rarely seen outside the academies. . . . In Miss McAfee's studio, on Wheat Street, are some specimens of her best work. . . .

"Hal Morrison needs no introduction to an Atlanta public. Those who are not familiar with the pleasant smile, clear, blue eyes and broad brow of the artist himself, know him through his work. . . . His pictures of some of the Cherokee Indians and the interesting stories attached to them are romantic and interesting. Mr. Morrison has lived in Atlanta for nine years, and is still in love with the city and her people. His charming rooms on Peachtree are a favorite resort for many of our young people who admire pretty things. . . .

"Lovers of true art in its highest sense are deprived of a rare pleasure by the fact that Mrs. Charles A. Loring has not fitted up a studio here. Mrs. Loring has had instructions in the finest schools in the country, and her touch is masterly. She works equally well in crayon, oil and pastel. Her mirror painting is dainty and exquisite.

"One of the first artists to open a studio in Atlanta was Mrs. J. R. Gregory. That was 15 years ago, and since then she has worked side by side with those who have wrought our growth and progress. The work of her skilful fingers may be seen in many homes throughout the South.

"Mrs. Gregory won quite a reputation by her portraits of Stephens and Johnson, which are in the statehouse. She has recently retouched the old portrait of Oglethorpe in the capitol, and restored it to its original freshness of tone and coloring. . . .

"A young artist whom Atlanta delights to praise and who is a credit to his paper is Mr. Ernest Wilkinson, of the *Constitution*.

"Though hardly more than a boy, this young man has the thoughtfulness and stability of a settled business man. His heart is in his work. Last year Mr. Wilkinson took a course of lessons in New York, where he received the best instructions in the latest methods of engraving and illustrating. He has since then had charge of that department of work on the *Constitution.* A pen-and-ink sketch of Gladstone tacked on his office wall is strong and correct. Some studies of negro and Indian characters show marked ability.

"Another young Atlantan, Miss Mamie Griggs, was the winner of several prizes at the exposition.

"Miss Mamie is a graceful, pleasant little lady, whose winning manners render her a popular favorite. She has for a long time been a pupil of Mr. Lycett, and her specialty is decorative work, though she does oil, water color and pastel. . . .

"Mr. William Lycett is an indispensable factor of Atlanta society. He makes a specialty of those branches of work most affected and appreciated by our fashionable folks, and his patrons are found among the elite of the State. All those things which help to make home beautiful may be found at his rooms. Screens, mirrors, antique vases, rose jars, and the like are there in profusion.

"It is interesting to visit the studio when his classes are at work and see the gold and brown and dusky heads of our dainty belles bending over the delicate work, and watch it grow under their deft fingers.

"Mrs. Chisolm is our flower artist. There seems to be a special bond of sympathy between her and the flowers and they bloom afresh upon her canvas.

"Miss Hattie Ellis, who teaches art in the Capital Female College, does still life and landscape work. She is an excellent and capable teacher.

"Besides these, there are a number of amateurs, some of whom bid fair to rival their teachers in the near future.

"Atlanta needs an art exchange or public gallery—some place where pictures might be exhibited and sold, and orders taken. Such an institution would cultivate the public taste, stimulate the profession and do the city credit."

Two notable downtown buildings, standing until recently and both erected in 1890, were the Kiser, or Law Building at the northwest corner of Pryor and Hunter streets, and the J. M. High department store building at the southwest corner of Whitehall and Hunter streets.

The former was erected by Major M. C. Kiser on his own land at the urging of the Atlanta Bar Association which had long needed an office building near the courthouse, capitol and city offices to meet the requirements of the legal profession. On January 25, 1890, a contract was awarded to Bruce & Morgan, architects. The finished building, five stories high and fronting 104 feet on Pryor Street and 110 feet on Hunter Street, was a massive structure, thoroughly modern for the times—steam heated, electric lighted and equipped with an elevator.[44] It served its purpose well for a generation after which it fell into disuse, and for a number of years prior to its demolition in 1937, stood lonesome and practically deserted. A parking lot now occupies the site.

Joseph Madison High, founder of the department store which bears his name today, came to Atlanta from Madison, Georgia, in 1880, as a young man of 25, and with a dry goods stock worth about $10,000, established a modest store at 48 Whitehall Street. By 1889 he had prospered to such an extent that he was able to buy the southwest corner of Whitehall and Hunter streets for $30,000, and the following year erect thereupon, with $50,000 of borrowed money, a massive four-story brick and stone building with ornate wood interior, as a home for his store.[45]

The property, incidentally had had a phenomenal increase in value since 1854, when it was sold by the Joel Fowler (late of De Kalb County) estate to James T. Doane for $850. The Doane estate sold it to Lewis Scofield in 1863 for $12,000, who improved it with a combination store and house. The property was acquired by Hoke Smith in 1888 for $20,000, and he in turn sold it to High the next year for a profit of $10,000.[46]

Joseph M. High died in 1906, but the store continued to do business in the 1890 building until 1918, when it was moved across the street to its present location on the southeast corner. The old structure, built like a fort, was then occupied by the McClure Ten Cent Company until the early 1930's when the F. & W. Grand Company took over. The massive landmark was demolished in 1950 to make way for the modern store of the H. L. Green Company.[47]

Present-day collectors of and searchers for, battlefield relics would have had a comparative field day in around the Atlanta of 1890. Collectors of that day, however, had more than an esthetic or historical interest. Indeed, the next meal sometimes depended on the day's luck. Under the heading "A Curious Industry," the *Constitution* said, on January 20, 1890:

> "The battlefields around Atlanta afford a curious industry to the street gamins. It is the gathering up of minnie balls and bullets of various sorts. After a rain or snow the bullets become exposed, on the surface, and women and boys gather up baskets full of these leaden reminders of the siege of Atlanta.
>
> "Captain W. M. Middlebrook's store on West Peters Street, is one of the greatest repositories. They bring the result of their gleanings there and dispose of the miscellaneous crop of relics for about five cents a pound in exchange for merchandise. The plumbers and hardware men pay from three to five cents a pound for the lead in bulk, and thus the battered reminders of the war find their way into the joints of lead and iron piping that are being laid in the streets and in the dwellings of the growing city.
>
> "Many of the bullets are curiously battered into all sorts of fantastic shapes and would prove a feast for the relic hunter who would take the trouble to go through them and select the rarer specimens."

Today, Atlanta's most famous street, Peachtree, is almost solidly business north to 14th Street. In 1890, 14th Street, then called Wilson Avenue, was in the country, and Peachtree, from Ellis Street north to the city limits at 6th Street was almost entirely residential. It might be interesting, therefore, to take a walk along the Peachtree of that day and note who lived in the handsome homes that adorned the tree lined thoroughfare. Then, as now, odd numbers were on the east and even numbers on the west side of the street.

Ellis Intersects.

114	Capital City Club.	135	Wilson, R. H.
120	Richards, Mrs. J. A.	143	Atlanta Female Institute and College of Music.
124	Leyden House.		
125	Maddox, R. F.	151	Tripp, R. P., Jr.
134	Executive Mansion.		

Cain Intersects.

142	Miller, ———	163	Alexander, J. M.
150	Lawshe, E.	171	Abbott, B. F.
153	Hill, R.	173	Bullock, R. B.
	Payne, J. C.	174	Duncan, Mrs. M. E.
158	Hammond, N. J.	177	Bridge, J., Jr.
162	Vacant.		

Harris Intersects.

182	Fort, Ira E.	198	Rice, F. P.
187	Bleckley, L. E.	201	Fowler, N. R.
190	Wylie, J. R.	205	Blount, J. T.
195	Langston, T. L.	211	Dougherty, D. H.

Baker Intersects.

W. Peachtree Commences.

Hill Monument.

204	Gramling, J. R.	236	Freeman, J. C.
215	Meador, T. D.	238	Porter, J. H.
220	Thompson, Mrs. H. H.	244	Brown, R. E.
222	Barker, C. P. N.	247	Cook, G. W. D.
227	Taylor, W. A.	249	Vacant.
230	Smith, H. H.	251	Burge, C. H.
231	Hemphill, R. A.	253	Peavy, A. E.
233	Gartrell, F. B.	253–257	Farlinger, A. W.

Junction Ivy.

259	Wyly, B. F.	264	Renfroe, J. W.
260	Wolford, G. S.		

Forest Ave. Commences.

265	Kiser, M. C.	281	Powell, Dr. F. T.
267	Ridley, Dr. R. B.	282	Simmons, T. J.
268	Huard, Miss C. A.	285	Nunnally, J. H.
278	Everett, W. S.	288	Kingsbery, C. S.
280	Winter, J. L.		

Currier Commences.

289	Dickey, J. L.	295	Gallaher, Mrs. N.
291	Drake, Mrs. A. S.	296–298	Kamper, C. J.
292	Greene, E. H.		

Cedar [Alexander] Ends.

300	Sindall, C. A.	307	Smyth, W. H.
301	Vacant.	308	Black, E. P.
302	Hilliard, H. W.	314	Stocking, Samuel
304	Phelan, S. H.	319	Grant, J. T. Mrs.
306	Cabaniss, H. H.	320	Grant, W. D.

Pine Intersects.

322	Raine, J. S.	333	Akers, J. S.
325	Sprenger, J. J.	335	Peck, W. F., Mrs.
328	Boyleston, H.	336	Snow, H. Y.

Howard [Prescott] Ends.

338	Inman, W. P.	344	Dreyfus, J.
341	Harris, C. R.	349	Peel, W. L.
342	Dougherty, D. O.	353	Grady, Mrs. H. W.

Merritt's Ave. Commences.

369	Kamper, C. J.	381	Alexander, J. A.
378	Dickson, W. M.		

Linden Ave. Intersects.

383	McCandless, E. S.	402	Steele, A. B.
384	Jones, D. Chan.	404	High, J. M.
398	Phillips, H. T.	411	Goldsmith, J. H.
399	Lowe, W. B.	417	DuBose, E. R.
400	Hemphill, W. A.		

North Ave. Intersects.

421	Wilkins, Grant	429	Traynham, W. L.
424	Block, F. E.	430	Buck, A. E.
427	Parrott, G. W.	431	Gabbett, Cecil
428	Ragan, W. E.		

Ponce de Leon Ave. Begins.

433	Mims, Livingston	437	Boyd, I. S.
434	Mynatt, P. L.	463	Clarke, R. C.
436	Castleman, H.		

Third Intersects.

481	Thornton, A. E.	485	Clarke, T. M.
482	Winship, George	486	Speer, D. N.
484	Spalding, R. D.		

Fourth Intersects.

487	King, A. C.	489	Harwood, Mrs. S. D.
488	Peters, Mrs. R.		

Fifth Intersects.

496	Reed, W. M.	504	Clarke, J. S.
	Morgan, Charles (colored).	512	Goode, S. W.
	Taylor, Burrell (colored).	514	Anderson, C. L.
	Boyd, Frank (colored).	520	Culpepper, J. W.
497	McGhee, C. C.	708	Leonard, H. C.[48]

The suburbs of Atlanta were, by 1890, growing rapidly. The city was spreading itself over the map. Said the *Constitution* on February 9th of that year:

"Wave upon wave, and surge upon surge. It is thus that the expanding surge of Georgia's capital increases its circumference day by day.

"Even the shrewdest speculators are scarcely able to keep track of the growth of the city and its suburbs. From Grant Park northward, the broad Boulevard is now completed a distance of one mile, and no city can boast of a finer drive. . . . When the few open gaps are filled up it will be a continous drive from Grant Park to Buckhead, as the city street and country road are one and the same.

"Along this new boulevard new houses are going up rapidly. Less than one year ago the Seventh Day Adventist community went out there near Grant Park and laid out the foundation of a big building. It was isolated and at a distance from any other residences. Now it is in the center of quite a little village of handsome residences, and choice lots are held at high figures in that neighborhood.

"Following the boulevard, residence after residence is seen, newly built and being completed. In the neighborhood of Boulevard school, lots are being leveled, streets opened and foundations laid for future homes. There is no break. The same state of affairs exists from there to Ponce de Leon.

"A big deal was made a few days ago near Ponce de Leon. A Kentucky capitalist came to Atlanta seeking an investment. There is a tract of seven acres lying there in the woods, on the outside of the Boulevard [east of Boulevard and just north of Ponce de Leon] and he paid $20,000 for the property and was pleased with his bargain.

"A little farther on is the abandoned graveyard of the Medlock family.[49] When the wealthy old gentleman [John W. Medlock, 1803-1882], who was head of that family, selected the burying ground, he doubtless little dreamed that the growth of the distant city would ever disturb his last resting place. But alas, for the fallacy of human hope! His body has been taken from the sepulcher and removed to Decatur [cemetery], and the voice of the corner lot man is heard in the pine thickets that surround the deserted graveyard.[50]

"A little further on [present Boulevard-Virginia Ave. intersection] lies Berkeley, the electric town. A few months ago it was a waste of rugged hill and marshy valley. Now there are large buildings, tall smoke stacks and glistening railway tracks alternating the clumps of pines and bramble thickets. Streets are being laid out. Fulton County is opening roads on both sides of it, the third being the Boulevard. The sites for a large number of cottages are being staked off and it will soon be a busy village.

"A splendid avenue is being opened from Berkeley, south of Piedmont Park, to Peachtree Street. It is called Bleckley Avenue [original name of 10th Street from Peachtree to Boulevard] and it will lessen the distance to the city a vast deal when it is opened for travel. This avenue is a part of the scheme of encircling the city, and it will be made a first class thoroughfare in every particular. It is thus that the honeysuckle glens of Ponce de Leon and the daisy fields of West Peachtree are passing away.

"Speaking of this, there is a striking illustration of the ingenuity and industry of some men out there near Ponce de Leon. Less than half a year ago Mr. Hartman, who conceived and carried out the plans of Little Switzerland,[51] purchased one of the roughest and most uncouth little hillocks that lay along the little stream that flows by Ponce de Leon. He went to work and now has the hill terraced all over and sodded with green grass. Rustic bridges and miniature lakes have been evolved, and the place already begins to assume the look of a quaint little pleasure resort, such as will please the eye of all who are in search of rest, repose and quiet recreation, not too far removed from business.[52]

"It is needless to speak of the rapid transformations that are going on in the Peters property [north of North Ave., and west of W. Peachtree] and about Baltimore Block. All these will be noticed by the most casual observer. From the Technological School northward, towards Marietta Street, cottage after cottage is springing up in wood and field, and all are occupied by honest, hardworking people, who are so closely identified with Atlanta's growth and prosperity. It is simply wonderful how many people are living in their own homes, paying for them week by week and month by month out of their earnings.

"Beyond Bellwood the sites of those fierce conflicts that marked the closing years of the war are becoming thickly dotted with houses. The old breastworks are being leveled for front yards, and the rifle pits are being enlarged for the basements of workingmen's homes. At the present rate these old memorial wounds will soon become objects of curiosity around Atlanta.

"Out to the right [of Bellwood], in the neighborhood of the residence of Mr. J. D. Collins,[53] there is a regular town, and the residents are among the best people of the city, who have gone out there and erected costly homes where they can enjoy the luxury of fresh air, pure water and plenty of room. And even beyond this, on the other side of the new stockade,[54] four miles from the Kimball House, new houses are going up like magic.

"It is simply wonderful, and few people have any adequate conception of the rapidity of the growth of the suburbs. Besides all these there is beautiful Inman Park, Edgewood and the country out toward Pendleton Park; Pineville still further out; all the suburbs beyond Grant Park, where the Metropolitan Street Railway company is reaching out; and all along and beyond Georgia Avenue, and beyond West End and various other localities about the city. . . ."

West End in fact, had become quite a residential community by 1890. Said the *Constitution* on April 27th:

". . . She already has a first class school with a merely nominal tuition. She has, and is now laying good substantial sidewalks on all the traveled streets in town. She has contracted with the Atlanta Gas Light Company to lay gas mains on nearly all the streets (these pipes are now being laid); the town will, therefore, very soon be well lighted by gas lamps. Instead of thirty lamps of uncertain oil lights now on the street, the town will put one hundred lights on the streets as soon as the gas mains are laid.

"The residents along Gordon and portions of Lee and Park streets are moving to have those streets paved continuously from the Atlanta limits to the terminus of the Whitehall Street car line, and probably several hundred yards beyond.

"West End has two street car lines, each running 15 minute schedules. On one of these, the Broad Street line, running through West End to West View, it is understood there will soon be placed dummies, which will run from

Atlanta to West View Cemetery. The Whitehall line, it is believed, will soon be extended a half mile further. Besides the Central and West Point railroads are arranging for an accommodation schedule on their lines running through West End that will enable a large proportion of West Enders to come to the city in four or five minutes time. . . .

"West End is emphatically a residence community. There are no manufactures, with soot and dust, no paupers, but a thrifty well-to-do class of people, who generally own their homes; who have their gardens, their flower yards, their horse and cow and fowls, and, who, away from the noise and dust and strife of the great city, live in quiet and comfort.

"The town government consists of a mayor and five councilmen, as follows:

Mayor—Dr. J. W. Nelms.

Councilmen—F. R. Bunker, Forrest Adair, Burgess Smith, Albert Howell, J. M. Hunnicutt.

Clerk and Marshal—J. A. Caldwell.

Attorney—L. Z. Rosser."

On Sunday, June 15, 1890, the *Constitution* announced the birth of another suburban town, ultimately to become College Park:

"MANCHESTER,

ON THE WEST POINT.

A NEW TOWN NEAR ATLANTA
That is Built Upon an Unique Plan.

TRUCK FARMERS TOGETHER
And Other Features Which Make it Interesting.

"A town built by Atlanta men will be named Manchester.

"It will be just beyond East Point, and will be one of the prettiest and most attractive suburbs in the neighborhood of the city.

"A syndicate formed of Atlanta men has bought 900 acres of land on the Atlanta & West Point railroad commencing at a point one-half mile below East Point, and extending nearly three miles beyond.

"The tract has about four miles west frontage, and lies most beautifully for the purpose of being transformed into a smiling, prosperous town.

"At the further extremity of the land the capitalists have laid off a town and named it Manchester. The town is a beautifully wooded grove of about 200 acres, level and undulating just enough to give an excellent natural system of drainage. The site is a magnificent one.

"The elevation is six feet higher than that of Atlanta, and there are five or six splendid springs that gurgle continuous streams of pure cold water. One of these springs spurts a strong stream of chalybeate water, which is an attractive and desirable feature of the new town.

"A great deal of the land lies in the fork of the Central and West Point railroads, extending almost to the former. It is the intention of the promoters to run a line of railway from the Central at Hapeville to Manchester, connecting the two roads.[55]

"No prettier truck farming lands can be found anywhere in the south than those that will encircle the town of Manchester, the soil being a deep red clay sub-soil, with gray top-soil. The lands lie so that they will hold all manures put upon them, and lie easily and readily accessible to the town of Manchester.

"The intention of the promoters is to have factories established on their lands and in the town of Manchester, and splendid offers will be made to those who desire to build factories on sites in the town, contiguous as it is to two railroads.

"The syndicate has determined to make Manchester the most attractive suburban town around Atlanta. One of their chief ideas is to congregate in the town those people who own truck farms in the vicinity, and will have the entire town built up much after the German plan.

"For the carrying out of their plans, they have arranged to erect handsome school buildings, churches and the like. Watch the growth of Manchester!"

On October 5, 1891, an Act of the legislature provided for the incorporation of the City of Manchester, the jurisdiction thereof being land lots 159, 160, 161 and 162 of the 14th district of Fulton County. The Act also provided that the government of the town shall vest in a mayor and four councilmen.[56] Manchester became a U. S. Post Office on January 4, 1893, with David U. Sloan, a pioneer Atlantan, as first postmaster.[57]

After the removal of Cox Female College from La Grange to Manchester during the early '90's, an agitation arose to change the name of the town to College Park. After considerable argument pro and con, the name change was effected by Act of the legislature approved December 16, 1895. The original city limits were extended so as to include the east half of land lot six, in the 13th district of Clayton County, and a tract ten acres square in land lot seven, same district and county. The number of councilmen was increased to six, and the name of the post office was changed from Manchester to College Park on January 29, 1896. Mr. Sloan continued as postmaster.[58]

As the city expanded into the suburbs in order to provide space for the living, so also did it require additional space for the dead. To partially fulfill this need Hollywood Cemetery was organized in 1890. Commented the *Constitution* on November 8th:

"HOLLYWOOD

A New Cemetery.

"Its officers are: President, Thomas Moore; treasurer, C. J. Simmons; secretary, W. Asbury Baker; directors, John W. Nelms, John Colvin, R. S. Wynn, H. D. Smith and J. T. Greene. Messrs. Moore, Simmons and Baker are the projectors of the enterprise, and these three gentlemen are arranging to build a railroad from Atlanta to the cemetery, and from there to the Chattahoochee River, and back to Atlanta.

"The company is surveying and plotting burial lots, and 'The Hollywood' will be ready to receive interments by December 1st next.

"It is useless to refer to the business qualifications of Messrs. Moore, Baker and Simmons, as they are known to be successful financiers. Dr. Baker is a comparative stranger in Atlanta. He came from Charleston, South Carolina, and is the son-in-law of ex-Governor A. G. Magrath, and a gentleman of brains and splendid business qualifications. We bespeak success for the enterprise. Their office is 7½ N. Broad Street."

Today Hollywood Cemetery lies in the valley through which run Hollywood Road and the River Car Line. It has spread across the hills bordering this valley, and provides a final resting place for thousands, including many pioneer residents of the Atlanta area.

When the year 1890 had run its course, numerous old-time citizens, alive at its beginning, had answered the final summons. Among them were Nathan Crawford Barnett, Georgia's venerable (age 89) secretary of state, holder of the office from 1843 until his death, except for a comparatively brief period during Reconstruction; Young Garrett, wholesale grocer and younger brother of Captain William J. Garrett; Colonel John N. Swift, of Lithonia, pioneer De Kalb citizen and uncle of Charles T. Swift, founder of the S. S. S. Company; Judge Julius A. Hayden, first president of the Atlanta Gas Light Company and son-in-law of Judge Reuben Cone; Alexander H. McWaters, a resident since the 1840's, carpenter for the Georgia Railroad and father of the late John F. McWaters, noted Atlanta and West Point locomotive engineer; Eli J. Hulsey, early De Kalb County planter and pioneer Atlanta cotton merchant; Charles E. Boynton, formerly of Lumpkin, Stewart County, Georgia, co-founder with E. P. Chamberlin, of the dry goods firm of Chamberlin, Boynton & Company, later Chamberlin-Johnson-Du Bose Company; David Mayer, German-born merchant who first settled in Atlanta in 1848 and was a member of the board of education since the founding of the local public school system; John R. Gramling, former alderman and county commissioner and senior member of the wholesale shoe firm of Gramling, Spalding & Company; Dr. Willis Foreman Westmoreland, Sr., native of Fayette County, Georgia, and noted physician and surgeon; John Kershaw, native of Manchester, England, a resident since the late 1840's and one of the best machinists ever employed by local railroad shops; Zachariah A. Rice, son of pioneer Baptist preacher Parker M. Rice, a successful merchant and manufacturer, who began his career as a clerk in the store of General Alfred Austell at Campbellton and who moved to Atlanta in 1847; Dr. Robert Campbell Word, noted Decatur physician; Captain Calvin Fay, native of New York State, Confederate soldier and prominent architect; Captain M. T. Castleberry, contractor and builder, who came to Atlanta from Cobb County in the mid-fifties and was severely wounded at Antietam while serving the Confederacy; J. Newton Beach, member of the ante-bellum mercantile firm of Beach & Root, born in Newark, New Jersey, and died in London, England; John N. Pate, for nearly 50 years agent of the Georgia Railroad at Decatur; Dr. E. J. Roach, Maryland-born Atlanta physician and surgeon in the Confederate Army; member of the local board of education since its organization; Howell Cobb Glenn, able young lawyer, brother of Mayor John T. Glenn, and son of ante-bellum mayor, Luther J. Glenn; Oliver L. Pease, native of New Market, New Hampshire, resident of Atlanta since 1866, well known restaurateur and caterer—doing business as "Pease and his wife"; the Rt. Rev. John Watrous Beckwith, D.D., Episcopal Bishop of Georgia; Judge Cicero C. Hammock, former mayor; Dr. Roderick D. Badger, age 56, the noted Atlanta Negro dentist, and Edmund Lee, pioneer De Kalb County farmer and member of old Rock Chapel Methodist Church for nearly 60 years.[59]

NOTES—CHAPTER 68

[1] Saye, *Constitutional History of Georgia,* 320-321.

[2] Tankersley, "John B. Gordon," *loc. cit.,* 500.

[3] *House Journal,* 1890, p. 36.

[4] Saye, *Constitutional History of Georgia,* 321-322.

[5] *Ibid.,* 322-323.

[6] *Ibid.,* 323-324.

[7] *Ibid.,* 324-325; Cooper, *The Story of Georgia,* III, 330.

[8] Saye, *Constitutional History of Georgia,* 325.

[9] Cooper, *The Story of Georgia,* III, 330-331.

[10] Saye, *Constitutional History of Georgia,* 326.

[11] *Ibid.*

[12] *Ibid.,* 326-327; *Ga. Laws,* 1890-1891.

[13] *Atlanta Constitution,* Mar. 16, 1890.

[14] *Ibid.,* Mar. 18, 1890.

[15] *Ibid.,* Mar. 19, 1890.

[16] *Ibid.,* Mar. 19, Mar. 29, 1890.

[17] *Ibid.,* Aug. 3, Oct. 31, 1890.

[18] Cooper, *Fulton County,* 634.

[19] *City Directory,* 1890.

[20] Cooper, *Fulton County,* 634.

[21] U. S. Census, 1890.

[22] Cooper, *Fulton County,* 709.

[23] *Atlanta Constitution,* Sept. 1, 1890.

[24] *City Directory,* 1903; "Garrett's Necrology."

[25] M. T. Thomson, District Engineer U. S. Geological Survey, Atlanta, "The Historic Role of the Rivers of Georgia," XV, "Something to Do With Plumbing," mimeographed publication authorized by the Director, U. S. Geological Survey, 1952.

[26] *Ibid.*

[27] *Annual Reports, City of Atlanta,* 1889, p. 105.

[28] Thomson, "Something to Do With Plumbing," *loc. cit.*

[29] *Annual Reports,* 1889, p. 96.

[30] Devised by Dr. Karl Inhoff and consisting primarily of a two-story septic tank. In the upper tank the heavy solids settled into a hopper bottom and dropped into the lower tank where anaerobic digestion took place.

[31] Thomson, "Something to Do With Plumbing," *loc. cit.*

[32] *Ibid.*

[33] *Ibid.*

[34] Cooper, *Fulton County,* 812.

[35] *Ibid.*

[36] City directories, 1925-1928.

[37] Bill Hart, "The Salvation Army Fetes 50 Years in Atlanta," *Atlanta Constitution Magazine,* Oct, 27, 1940.

[38] *Ibid.*

[39] *Ibid.*

[40] *Ibid.*

[41] Feldman, "Checklist of Atlanta Newspapers," *loc. cit.,* 60; city directories, 1891, 1950.

[42] Hornady, *Atlanta,* 429.

[43] *Atlanta Constitution,* Aug. 31, 1890.

[44] *Ibid.,* Jan. 26, 1890.

[45] *Ibid.,* July 16, 1950; "Garrett's Necrology."

[46] *Atlanta Constitution,* July 16, 1950.

[47] *Ibid.;* "Garrett's Necrology."

[48] *City Directory,* 1890.

[49] East side of Boulevard at the present St. Charles Avenue.

[50] The removal of the bodies in the Medlock family cemetery was effected by Undertaker H. M. Patterson between Feb. 1 and Feb. 4, 1890. The cemetery dated from 1859, when the first interment was made—"Garrett's Necrology."

[51] Little Switzerland, located east of South Boulevard and near Grant Park was built by George Hartman, a German-born landscape artist. It was in the nature of a floral beer garden, and, after it passed into other hands became known as White City.

[52] This development, called Little Tyrol, was located in the ravine north of Ponce de Leon Avenue, bounded by the present Myrtle Street, Penn Avenue and Third Street.

[53] At this time Mr. Collins lived on Marietta Road beyond the city limits, and a short distance beyond the present intersection of Ashby Street, NW.

[54] Present Bellwood Convict Camp.

[55] It was never built.

[56] *Ga. Laws,* 1890-1891, p. 826.

[57] Record, Postmasters, Fulton County.

[58] *Ibid.; Ga. Laws,* 1895, p. 251; *Atlanta Constitution,* Oct. 18, Nov. 3, 1894.

[59] "Garrett's Necrology."

CHAPTER 69

1891

ON DECEMBER 3, 1890, William A. Hemphill, Business Manager of the Constitution Publishing Company and Democratic candidate for mayor, swamped his opponent, a Negro named McKinley, by 1,773 votes.[1]

The Council elected to serve with Mr. Hemphill during 1891 was composed of Aldermen H. G. Hutchison, A. M. Reinhardt, Frank P. Rice, W. M. Middlebrooks, James G. Woodward, A. J. Shropshire, and the following councilmen:

First Ward—Jesse P. Kinyon, Joshua Tye.
Second Ward—A. J. McBride, H. C. Sawtell.
Third Ward—W. H. Hulsey, Arnold Broyles.
Fourth Ward—J. C. Hendrix, C. E. Murphey.
Fifth Ward—Joseph Lambert, J. D. Turner.
Sixth Ward—Porter King, A. L. Holbrook.[2]

Of this group the new members were Aldermen Frank P. Rice and Andrew J. Shropshire, a wholesale grocer, and Councilman Tye, meat market proprietor; Sawtell, capitalist; Broyles, lawyer; Murphey, physician; Turner, superintendent and treasurer, Atlanta Compress and Warehouse Company, and Holbrook, grocer. Alderman Middlebrooks served as mayor *pro tem* for the year.[3]

Ministerial officers of the City of Atlanta for 1891 were: Auditor and Recorder, Ernest C. Kontz; clerk, A. P. Woodward; comptroller, J. H. Goldsmith; tax collector, R. J. Griffin; assessors, C. W. Meador, T. J. Malone and Charles J. Keith; marshal, J. W. Loyd; treasurer, Joseph T. Orme; building inspectors, Gust. E. Leo, George T. Ogletree and J. A. La Sueur; engineer, R. M. Clayton; attorney, J. B. Goodwin; sexton, W. A. Bonnell; warden, J. K. Hunter; messenger, Z. B. Moon; city collector, Hiram L. Middlebrooks.[4]

Several changes were made in the officers of Fulton County, effective January 8, 1891. James W. Morrow succeeded L. P. Thomas as sheriff; Thomas M. Armistead succeeded John H. Loyd as receiver of tax returns; W. W. Griffin succeeded W. S. Larendon as surveyor, and Benjamin J. Davis succeeded J. C. Avary as coroner. John W. Nelms succeeded Anthony Murphy as a member of the County Commission.[5]

In De Kalb County, on January 10, 1891, I. L. Teat succeeded William G. Akins as receiver of tax returns; J. N. Nash succeeded Thomas H. Weaver as tax collector, and R. E. Jones succeeded Henry Gentry as coroner.[6]

On Tuesday, November 10, 1891, the city sold one of its most historic landmarks, Fire Engine House No. 1, a survivor of ante-bellum days, at the southwest corner of Broad Street and the railroad bridge. The sale was described by the *Constitution* on November 11th:

> "No. 1 engine house, on South Broad Street, next to the bridge, was sold yesterday at auction for $29,000. Captain J. W. English bought it.
>
> "The building was sold to acquire money with which to buy the Maddox lot on Alabama street for a fire headquarters building. Since the city decided to dispose of the old lot and building there has been a great deal of speculation

as to its value. Some placed the value as low as $20,000, while others more sanguine put it at $35,000, and even as high as $37,500.

"Mr. J. C. Hendrix, the real estate agent, opened the sale at 12 o'clock with a big party of Atlanta's moneyed men present, everyone willing to buy a bargain.

"Captain J. W. English, Hugh Inman, Jacob Haas, Major J. H. Mescalin, Sam Parrott, George Winship, Frank Rice, Mayor Hemphill and Dr. Hutchison were among those present. Mr. Hendrix descanted upon the value of the property, and predicted that it would bring twice its present value in less than five years.

"In 1882," he said, "Captain English [then mayor] bought it for Atlanta for $11,000. I see the Captain here now, and he would be glad to get it for twice that money. It is the most central property in the city, and has a frontage of 38.8 feet, and is 100 feet deep, with a twelve-foot alley in the rear. The building goes without the fire bell and the machinery. Now, give me a start."

"Twenty thousand dollars," said Mr. Jake Haas.

"Almost before the words were completed, Captain English responded: "Twenty-five thousand."

"Then Captain English's bid was raised a thousand.

"A thousand dollars was added at every bid until the price reached $28,000. Then it went on, a hundred dollars at a time, until $29,000 was reached. Then the bidding stopped and the auctioneer knocked the building down to Captain English.

"The price is considered by those present a fair one, but it would have brought more had the bidders against Captain English stuck to the fight. The captain himself declares that it is cheap.

"The building will be used by the city as an engine house until the new fire department building is completed."

The new fire headquarters building on West Alabama Street was designed by Bruce & Morgan, architects, and was completed in 1892. Since then it has remained headquarters for Atlanta's fire department and the home of its chief. The interior of the building, as it appeared when originally built was described by the local press:

". . . The interior has been arranged under the direct personal supervision of Chief Joyner, and every convenience and necessity that will aid in prompt and quick service has been foreseen with the most painstaking care.

"On the first floor will be the different apparatus, chemical engine, hose reel, hook and ladder truck, 'the little red wagon,'[7] and a space provided for an aerial tower—the stalls for the horses' feedrooms.

"In the rear of this floor there will be an elevator to lower the hose reel to the basement floor, where the horses' racks are found. There is also a small elevator running from the basement to the third floor, to be used for freight.

"On the second floor will be the office of the chief of the fire department and the board of firemasters, a reading room, two dormitories for the use of the men, a battery room, together with the bath and toilet rooms. The third floor is arranged for the use of the chief and will contain all the necessary rooms to accommodate his family.

"In every respect it will be one of the most complete buildings for its purpose in the country, containing every design for convenience experience has taught."[8]

Physical improvement continued to be the order of the day in the Atlanta area of 1891.

Thus far all of the principal railroad crossings in the center of the city, except Broad Street, were at grade. A start at removing Forsyth Street from this category was made in 1891, when the city awarded a contract to the Phoenix Bridge Company for a two-span iron bridge resting on granite supports, at an approximate cost of $135,000. The bridge was engineered by Grant Wilkins, of Atlanta.[9]

The contract with the Phoenix Bridge Company called for a finished bridge by July 1, 1892, but the work was delayed and the structure was not completed until early 1893. After appropriate dedication services, Fire Chief W. R. Joyner was first across, riding in his buggy, known as the "little red wagon," drawn by a single horse. His single passenger on this occasion was Mrs. William H. Venable. The opening of this bridge gave tremendous impetus to the growth of Forsyth Street as a business thoroughfare, it having been, up to that time, largely residential.[10]

The original Forsyth Street bridge served the dual purpose of an underpass and bridge, with the result that bridge traffic, approaching and leaving both the Marietta and Alabama Street ends, was siphoned into narrow channels. Some years later, when automobile traffic became a factor the narrow driveways constituted a traffic hazard, especially for fire trucks which were often compelled to turn onto the bridge from headquarters on Alabama Street. Long-standing efforts to close the underpass bore fruit in 1924 when Fairlie Street was opened to truck traffic from Marietta Street down across the railroad tracks to Alabama. The old iron bridge, a landmark of Mayor Hemphill's administration, was finally replaced in 1930 by the present modern concrete span.[11]

Wagon-road travel between the southwestern part of Fulton County and Cobb County was greatly facilitated on May 30, 1891, when the new Garrett Bridge across the Chattahoochee on the Adamsville Road was christened. The christening party was composed of County Commissioners James D. Collins, John W. Nelms, Henry L. Wilson and William J. Garrett, together with their invited guests, Colonel George W. Adair, Major M. C. Kiser, Captain J. R. Wylie and Captain E. P. Howell. The three-span iron structure costing $15,000 was named in honor of Captain W. J. Garrett, through whose ardent efforts the bridge was built.[12]

The Decatur Presbyterian Church, one of the most venerable in the Atlanta area, erected a new building in 1891, its third. The last nail in the new church was driven on December 22nd. Work began in April, 1891, under the contractorship of William Bensel, of Atlanta, builder, a few years before, of the present Central Presbyterian Church. The new building, on Sycamore Street near the Court House Square, was constructed of red brick and Kentucky stone. Pastor at the time was the Rev. F. H. Gaines, later president of Agnes Scott College. It was the college, in fact, that necessitated the new building, since two-thirds of the 220 young ladies attending the college worshipped there, rendering the old building inadequate. The building committee responsible for the new edifice was composed of George W. Scott, Milton A. Candler, H. F. Emery, J. A. Mason and N. P. Pratt. As a result of their labors the sum of $18,000 was subscribed by the congregation in a short time and building operations went forward.[13] After 60 years of service, the mellow old brick church gave way to a completely modern building on the same site.

By 1891 Atlanta's original city house-numbering system of 1873 had become sadly inadequate. On many streets the numbers had no continuity and numerous houses, from caprice or carelessness, were entirely unnumbered. No one was more keenly aware of this situation than H. G. Saunders, publisher of the city directory. As a postscript to the introduction of his issue of 1891, he said:

> "We had the following sentence electrotyped several years ago and just insert it here now as a mere matter of habit. We shall preserve the electrotype so that we can use it again next year.
>
> "We refer to street numbers and think we are safe in the assertion that Atlanta is one of the worst numbered cities extant. The outlying streets are the ones that need attention. If anyone doubts this let him take a walk down Terry Street or Mills, Hunnicutt, Glenn, Georgia Avenue, Fowler, Pine, Bradley, Orme [Techwood Drive], McAfee, or inquire of any physician, policeman, mail carrier, Directory man, messenger boy, or anyone else likely to have frequent need of finding persons by their addresses alone. We append a diagram of Georgia Avenue, which speaks for itself. It is all but impossible to construct a reliable directory in view of such numbering as this. We have, however, done everything possible to obviate the difficulty."

This plea, doubtless joined by a chorus of others, was heeded in the summer of 1891. A contract was awarded to Richard C. Bosche, well-known local sign painter, to do the numbering job. On July 1, 1891, he was interviewed by the *Constitution* as to his progress:

> ". . . A number is placed on every house, regardless of the protest of the owner, and it must not be taken down. The numbers are five by three and one-half inches in size, with the figures in gilt, nicely varnished. Some people, however, want fancy numbers on their houses, which they are allowed to have at their own expense.
>
> "All the streets running east and west between Decatur and Peachtree have been renumbered, except Decatur Street and Edgewood Avenue. We will begin numbering Decatur and Edgewood tomorrow, which will be quite a job, as they are the longest streets in the city. . . . There will be but a few material changes on the principal business streets—none on Broad, for instance.
>
> ". . . Yes, there is some lively kicking, but the law requires a number to be put on every house and we have to put them up, in spite of their kicking. The penalty for tearing a number down after we put it up is a fine of not less than $10 and not over $100. Some have threatened to tear them down, and some have went [*sic*] so far as to seriously talk of bringing suit against the city. A lady in North Atlanta did some tall kicking. She run [*sic*] the boys off and said she wasn't going to have the blasted tin tag over her door and said if they were put up, she would not only sue the city, but would tear them all down. But we are putting them up anyway.
>
> "The names of several streets have been changed lately, and as we go along we change the boards on the street corners. We have changed Calhoun Street to Piedmont Avenue; Bell, from the [Ga. R.R.] bridge south to Hunter,

to Hill Street; Morris Street to East Avenue; Blackmon Street to Summit Avenue [now Felton Drive], and Emma Street to North Avenue [west of the railroad tracks].

". . . Mr. Bosche has a number of competent assistants, and the work will be pushed through with all possible dispatch. . . . Twenty-five feet of street front entitles the owner to a number. . . . Numbers by which houses have been known for years will have to go before the ruthless renumberer, and many of the owners are kicking vigorously. The numbers have grown to be a part of the house, and they regret to see them go, but in the meantime Mr. Bosche's men are tacking them up and tearing the old ones down."[14]

The house-numbering system of 1891 remained substantially in effect until the present system was adopted in 1926.

As the city expanded in all directions during the early 90's, so did its street car lines.

The Atlanta, West End and McPherson Barracks Railway Company was chartered in 1890, and on August 20th of that year obtained a franchise to build an electric line commencing at Broad and Alabama Streets and running up Alabama to Forsyth, Forsyth to Fair, across Whitehall to Cooper to Richardson to McDaniel Street, thence by the East Tennessee [Southern] shops through Pittsburgh and the properties of H. L. Woodward, J. H. Mountain and A. P. Stewart[15] to the barracks. The line was completed in late April, 1891, and was described as "a beautiful route and thoroughly engineered."[16] Shortly thereafter the company built a second line extending from Richardson Street out Cooper to Hendrix Avenue and Ormond Street to Grant Park. On October 30, 1891, by charter amendment, the Atlanta, West End and McPherson Barracks Railway Company became the Atlanta Traction Company.[17] Officers of the company were George E. Hoppie, president; J. H. Mountain, vice-president and general manager; Henry Lanier, treasurer, and H. L. Woodward, secretary.[18]

Another street railway venture of 1891 was the Atlanta and Chattahoochee River Railway Company, the name of which was soon changed to the Collins Park and Belt Railroad Company—otherwise known as the "River Line." The first survey of the line was made in March, and grading commenced on July 18, 1891.[19]

James D. Collins, who had recently built a new home near the end of this line, almost lost his home as the result of a bet with a friend that cars would be running to the river by the close of the year. He told the friend that if a car had not run to the end of the line by that time he would deed over his home. Shortly before Christmas the rails had been laid, but no wires were up. Collins became alarmed. The company informed him that it could not install the wires until after the first of the year. Seeing that his beautiful home was about to be sacrificed, and growing desperate with the thought, the resourceful Mr. Collins took direct action. He chartered a horse car, attached two mules to the vehicle and drove it personally to the river. He had saved his home.[20]

The first electric car on the River Line was run on May 8, 1892. Receipts for the two cars operated that day came to $33.60. Atlanta's longest car line to date was off to a good start. A full-page advertisement in the *City Directory* of 1893 extolled the virtues of the line:

COLLINS PARK
— AND —
BELT RAILROAD CO.

ELECTRIC AND STEAM PLANT
Splendidly Equipped with all the latest Appliances.

ROUTE:

From Walton street, corner Broad, to Spring street, to Luckie street, to Alexander street, across Marietta street, and over the Jones avenue bridge to

Bellwood,
Collins Park,
New Water Works,
Bolton and the
Chattahoochee River.

Passing through Picturesque and Beautiful Scenery.

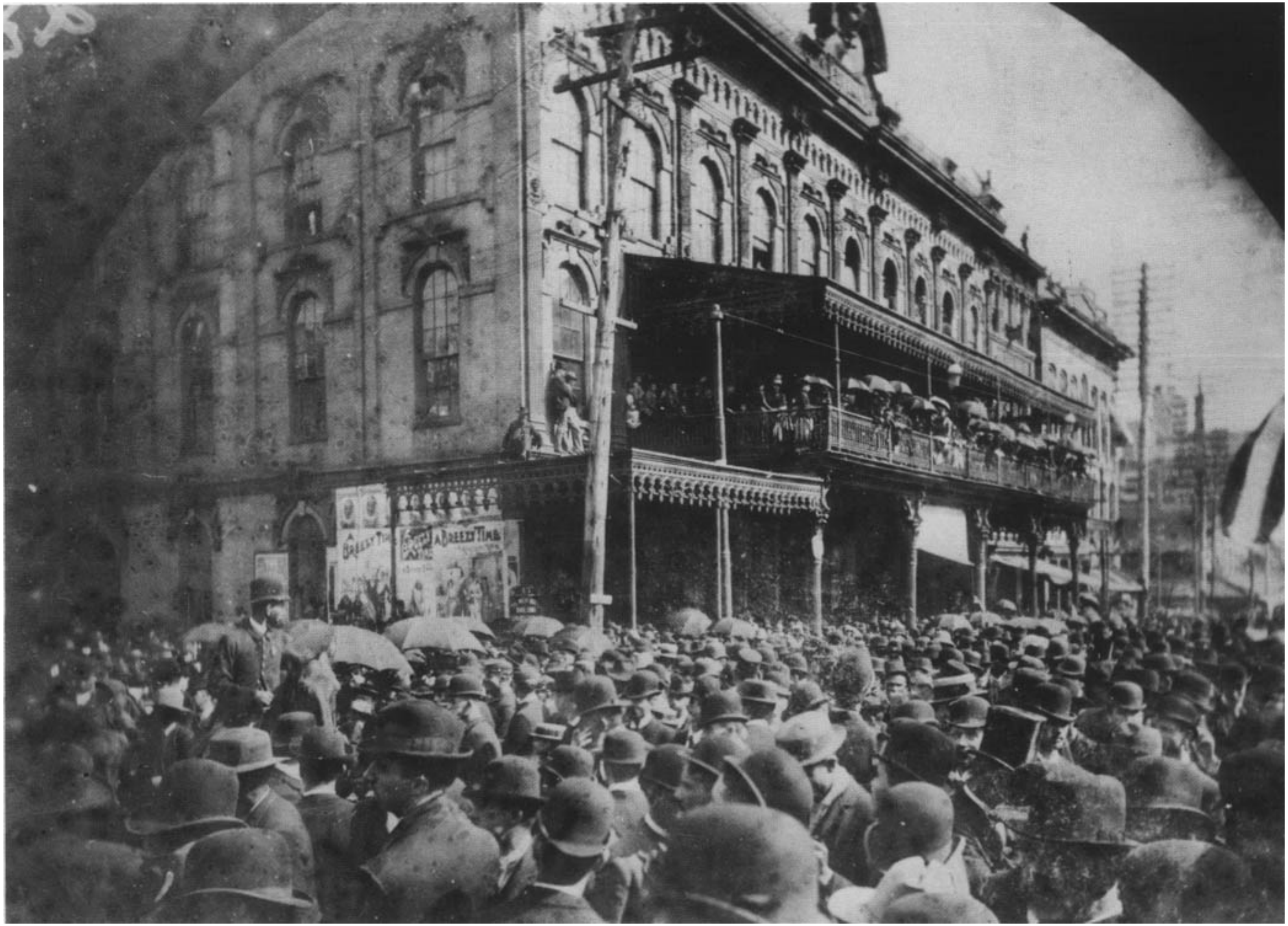
One of the chief features of a visit to Atlanta is a ride on this delightful line.

Officers of the Collins Park & Belt Railroad Company at this time were J. K. P. Carlton, president; Darwin G. Jones, vice-president, and George M. Hope, secretary.[21]

As of September 21, 1891, all of the then existing horsecar, steam dummy and electric lines, except the River Line and the Atlanta, West End and McPherson Barracks line, were acquired by Joel Hurt and associates, and merged under the name of the Atlanta Consolidated Street Railway Company. Soon thereafter a program for the electrification of all the lines, completed in 1894, was begun. Original officers of the Atlanta Consolidated were Joel Hurt, president; H. I. Bettis, assistant treasurer, and C. P. Matlack, general superintendent. Offices were located at 7 Exchange Place.[22]

Two interesting construction projects of 1891, still notable downtown landmarks, were the Henry Grady monument and the Equitable, now Trust Company of Georgia Building. The former was completed during the year, the latter begun.

On December 24, 1889, the day following Henry Grady's death, a general meeting of the young men of Atlanta was held in the office of the deceased in the Constitution Building. Its purpose was to discuss ways and means to build a suitable monument to Grady's memory. More than 100 young men attended, among whom were J. J. Falvey, Andrew E. Calhoun, Fulton Colville, W. P. Hill, Frank M. O'Bryan, Clark Howell, Bob Glass, Gus Long, S. M. Burbank, Joe Ohl, Isham Daniel, Morris Brandon, Jack J. Spalding, Alex King, Albert Howell, Alex Smith, Thod Hammond, Jim Nunnally, Bob Freeman, Eugene Spalding, John Courtney, J. J. Gonzales, Charles Crankshaw, Joe Orme, Tom Erwin, Walter Rhett, Jim Holliday, Ed White, Sam Hall, Will Inman, Stewart Woodson, John Murphy, E. B. Rawls, Walter Mitchell,



(Courtesy Atlanta Historical Society)

A view of the crowd assembled in Marietta Street upon the occasion of the unveiling of the Henry W. Grady Monument, Oct. 21, 1891. Old De Give's Opera House, occupied in its later years by the Bijou Theater, in background

Howard Ellis, Ben Goldsmith, Turner Goldsmith, Pat O'Connor, Henry Smith, N. O. Harris, Jack Akers, Joe Gatins and Lewis Redwine.[23]

After a thorough discussion a committee was named to take charge of the project. It was composed of Charles S. Northen, chairman; Clark Howell, J. J. Falvey, T. A. Hammond, Alex Smith, W. P. Hill, F. M. O'Bryan, J. J. Spalding, Gus Long, Burton Smith, Robert Freeman, James F. O'Neil, Fulton Colville, J. R. Holliday and J. R. Gray.[24]

The work of securing contributions was begun immediately. Attorney Frank M. O'Bryan headed the list with a subscription of $100. Within 30 days more than $20,000 had been secured, not only from Atlanta and the State of Georgia, but from such diverse sources as Isadore Strauss of New York, Asa Potter of Boston, Andrew Carnegie, the Boston Merchants' Association, Tammany Hall, Singer Sewing Machine Company and the New England Society of New York.[25]

An advertisement called for bids to be in by March 1, 1890. Out of sixteen submitted, the design submitted by Alexander Doyle of New York was selected. Doyle (1858-1922) already had many fine monuments to his credit, including the Ben Hill statue in Atlanta, the Greeley statue in New York, and the Garfield monument in Cleveland. The clay model for the Grady monument was made in Atlanta. The model for the figure was completed in Mr. Doyle's studio in New York, and the bronze statue was cast at the Ames foundry in Chicopee, Massachusetts. The base of the monument and the pedestal are of Georgia granite, contributed by the Southern Granite Company from its quarries at Constitution, just south of Atlanta.[26]

The present site of the monument on Marietta Street was selected, and ground was broken and the foundation commenced on September 7, 1891, under the direction of contractor P. J. Fallon.[27]

Then, on Wednesday, October 21, 1891, the finished monument was presented to the citizens of Atlanta.

The crowd around the monument was estimated by Colonel George W. Adair at 25,000, and the scene was described by the *Constitution:*[28]

"The long procession of six divisions, composed of civic and military organizations, and distinguished citizens and guests, presented an imposing spectacle as it moved along the line of march [from the State Capitol] on the way to the statue. Nearly every organization floated handsome banners and wore beautiful badges.

"The procession moved along Mitchell to Whitehall, and slowly along Whitehall to Alabama, down Alabama to Loyd, up Loyd to Decatur, up Decatur to Pryor, out Pryor to Peachtree. Here a turn was made and the procession marched down Peachtree to Marietta and up Marietta to the monument.

"From the beginning to the end of the line of march the sidewalks were crowded with cheering people, they overflowed into the streets and made the windows black and hid the housetops from view. . . . A noticeable feature was the number of ladies present, and every big dry goods house contained its bouquet of fair faces in every window.

"Down Alabama and along Loyd to Decatur, up Pryor to Peachtree the scenes were the same; but it was only when the parade reached Marietta Street that the great interest the public took in the unveiling of the statue could be fairly judged.

"From the artesian well [Five Points] to far beyond where the veiled monument stood the people were packed and crowded until progress was almost an impossibility. Every window was crowded, every projection was taken advantage of. The balcony of De Give's [present Palmer Building site] was packed with ladies, and the old capitol looked like a beehive. The postoffice presented perhaps the most crowded appearance. Every slate shingle on the roof seemed to have its human occupant. With a reckless disregard of danger they looked down on the crowds beneath them from their vantage point, and never seemed to think that a single incautious movement would precipitate them a hundred feet to the pavement. Every telephone and telegraph pole was garlanded with men and boys and the trees likewise served as seats.

"It was a scene that showed how much Atlanta thought of him who had passed away, and its equal will probably never be seen again."

Following an eloquent and touching prayer by Dr. J. W. Lee, pastor of the Park Street Methodist Church, President Northen of the monument association announced that the statue would be unveiled by Miss Gussie Grady,[29] the only daughter of Georgia's beloved son. Miss Grady pulled the blue ribbon which loosened the white cloth enveloping the statue. The covering fell and the monument complete appeared in full view before the great assemblage. Hats were raised and a great cheer went up from the thousands who came to honor the memory of a great man.[30]

As the cheers died away Clark Howell arose to introduce the speaker of the occasion, Governor David B. Hill of New York. The Governor paid an eloquent tribute to Grady, after which he was heartily cheered and many people pressed forward to congratulate him. He and the gentlemen with him were presented to Mrs. Grady and the other members of the family, after which the visitors were driven to the Kimball.[31]

For more than sixty years, nearly twice his life span, the bronze statue of Henry W. Grady has gazed down Marietta Street toward the heart of the city, for which, in all too brief a time, he did so much.

The cornerstone of Atlanta's first modern office building, the Equitable, now Trust Company of Georgia Building, was laid with impressive Masonic ceremonies, presided over by Grand Master William F. Parkhurst, on the afternoon of June 25, 1891.[32]

This eight-story structure, designed by the firm of Burnham and Root,[33] of Chicago, was built by the East Atlanta Land Company, headed by Joel Hurt, and was financed by the Equitable Life Assurance Society.[34]

When the point in the ceremonies for the oration was reached, Judge Howard E. W. Palmer introduced the speaker of the day, Hon. John T. Glenn. Mr. Glenn paid Joel Hurt a warm tribute as a city builder and man of vision. That evening at 9 o'clock, a representative group of leading Atlanta citizens gathered around the banquet tables in the breakfast room of the Kimball House as the guests of the East Atlanta Land Company to properly celebrate the event of the afternoon.[35]

Among the speakers of the evening who responded gracefully to toasts were Joseph E. Brown, Clarence Knowles, Henry F. Richardson, Mayor W. A. Hemphill, Judge H. E. W. Palmer, Evan P. Howell, and Major Livingston Mims. The evening closed with praise to Messrs. Clarence Knowles and J. Carroll Payne, the special committee in charge of the banquet.[36]

By mid-February, 1892, the Equitable Building was ready for its first tenant, the Lowry Banking Company, and on May 30th the building was declared officially ready for business. The first three tenants, after the bank, were Louis H. Jones and Everard H. Richardson, physicians, and William H. Black, attorney.[37]

Today, sixty years later, with improvements made by its long-time owner, the Trust Company of Georgia, the old Equitable is a better building than ever.

While the Equitable Building was rising slowly skyward in the fall of 1891, a new financial institution, destined later to give its name to the building, was chartered by the State Legislature. By Act approved September 21, 1891, the Commercial Travelers' Savings Bank was incorporated, with John M. Green, Joel Hurt, H. L. Atwater, W. A. Hansell, T. J. Hightower, J. G. Oglesby, J. D. Turner, John B. Daniel, Joseph Hirsch, Leon Lieberman, Louis Wellhouse, A. J. McBride, D. O. Dougherty, W. A. Gregg, W. W. Draper, A. C. Hook, W. T. Ashford, George W. Brooke, C. I. Branan and C. D. Montgomery as incorporators.[38]

The formal organization of the new bank was perfected the following month, with Junius G. Oglesby, wholesale grocer, as president; William A. Gregg, of the Beck & Gregg Hardware Company, as vice-president, and Anton L. Kontz, cashier. Soon thereafter modest quarters were occupied in room No. 33, Gate City Bank Building, at Pryor and Alabama streets.[39]

By December, 1891, the outlook for the Commercial Travelers' Savings Bank was not bright. On December 4th, President Oglesby addressed a letter to the board of directors deploring the slowness of payments on stock subscriptions. Only $126,400 had been paid, though subscriptions were made upon the basis of a capital of $250,000. He expressed doubt about proceeding with the enterprise and indicated that he was in favor of returning to each subscriber the full amount he had paid in. Then, on December 7th, pleading ill-health, he resigned.[40]

But the fledgling bank awaited a better destiny. John M. Green, a fertilizer manufacturer, was elected president on January 12, 1892. Shortly thereafter the bank made its first loan and purchased its first safe. On October 31st the first annual statement was published, showing resources and liabilities of very modest proportions—$36,048.17. Two weeks later, at the first annual stockholders' meeting on November 14, 1892, Joel Hurt, an incorporator, was elected to the board of directors. He soon made his influence felt in the affairs of the bank. Noting that Atlanta had no dearth of good savings banks, he recommended to the directors of his company on December 8, 1892, that they "turn the Commercial Travelers' Savings Bank into a large trust company," of which the Atlanta of those days had none. The change in direction was not made in one fell swoop, but Joel Hurt had charted the destiny of the enterprise.[41]

Eighteen ninety-three was a panic year. Banks all over the country, but particularly in the South and West, failed. Capital was in the storm cellars. But all through the storm Atlanta's new bank moved stubbornly ahead. In March its capital stock was increased to $500,000; in July Colonel Robert J. Lowry succeeded Mr. Green as president and Ernest Woodruff, a newcomer to Atlanta, became a director; in October the bank moved to the new Equitable Building—it has been there ever since, the longest occupancy of one site enjoyed by any Atlanta bank—and, in November, its name was changed to The Trust Company of Georgia.[42]

The appearance of Ernest Woodruff as a stockholder and director of the young bank was, in the coming years, to have a salutary effect upon the institution, and upon Atlanta. He was of New England stock, his father, George Waldo Woodruff, having come to Columbus, Georgia, from Connecticut before the War Between the States. Here the senior Woodruff founded a grist and flour mill and gave his genius to it and other industries springing up at the head of navigation on the Chattahoochee River. Ernest, born in Columbus in 1863, was one of six children who inherited the legendary New England shrewdness of being able to size up a good trade and then make it. Atlanta's progressive bustle had attracted him in 1892, and he moved his official residence there in 1893. Romance had made him and Joel Hurt brothers-in-law. Hurt saw in the young man from Columbus, already moving successfully into Atlanta's opportunity for business deals, a man to make of the infant trust company what he had dreamed for it. Ernest Woodruff's success in that role was to be phenomenal.[43]

The Trust Company made substantial progress under Colonel Lowry. In July, 1895, he retired from the presidency to devote attention to his own bank, and Joel Hurt became president. Under his vigorous direction, the company was enabled to declare a dividend of 6% in 1896, its first. By January 31, 1904, little more than a week before the close of Mr. Hurt's administration, total resources of the company stood at $412,650.36. Then, on February 9th, Mr. Woodruff took over. The services of Joel Hurt as an organizer had been invaluable. It remained for Ernest Woodruff to fulfill the role of builder. During his presidency of 18 years The Trust Company of Georgia rose to a preeminent position among southern financial institutions, and played a dominant role in the organization or reorganization of such business institutions as the Atlantic Ice and Coal Company, the Atlantic Steel Company, Continental Gin Company and The Coca-Cola Company.[44]

Under an agreement with the Lowry National Bank, in May, 1907, The Trust Company discontinued commercial banking functions, transferring this business to the former and remaining primarily a trust company. At the same time, it acquired 2,000 shares of the Lowry National Bank's stock. Substantial growth between 1911 and 1920 is evidenced by the fact that in May of the former year capital was increased to $1,000,000; in February, 1917, surplus to $1,000,000, and in January, 1920, to $1,500,000. Total resources as of December 31, 1919, stood at $6,172,696.60.[45]

After 18 years as president, Mr. Woodruff moved up to board chairman on March 7, 1922, and was succeeded by Thomas K. Glenn, a close associate and himself an important factor in the growth of the business since the turn of the century.[46]

The decade of the 1920's might be called the "decade of mergers." On January 1, 1923, The Trust Company of Georgia purchased the assets and assumed the liabilities of the Lowry National Bank, and continued operations as The Lowry Bank and Trust Company of Georgia.[47]

In January, 1924, the charter of the company was amended, changing its name from Lowry Bank and Trust Company of Georgia back to Trust Company of Georgia, thus paving the way in February for a merger of the Atlanta National Bank, the Lowry National Bank and The Trust Company of Georgia. Under the new merger the entire capital stock of The Trust Company of Georgia was owned by the shareholders of the Atlanta and Lowry National Bank; the charter of the Atlanta National Bank was retained; and The Trust

Company of Georgia was operated as a distinctive unit. Combined capital, surplus and undivided profits of the merged institution, as of December 31, 1924, amounted to $11,012,342.07.[48]

In May, 1926, Trust Company of Georgia Associates, a wholly owned subsidiary, was organized, while on April 30, 1929, formation of Trusco Securities was authorized. The "decade of mergers" was capped in November, 1929, when the Atlanta and Lowry and Fourth National Banks were merged to form the First National Bank. This action was approved by the stockholders on November 20th. On the same day the assets of Trusco Investment Company were transferred to Fourth National Associates and the name thereof changed to First National Associates. The Trust Company of Georgia adopted new by-laws, and a new board of directors was elected.[49]

Some significant changes took place in July, 1930, at which time the First National Company and the Atlanta Savings Bank merged with The Trust Company of Georgia. At the same time a new general policy was adopted. It provided that while The Trust Company of Georgia would do a general banking business, it would not solicit accounts, but would tender services where such business was offered. The First National Bank, on the other hand, would retain its trust business but would not solicit such business, taking only such as might be offered. The object of this policy was to channel banking business to the First National and trust business to the Trust Company. Senior officers of The Trust Company of Georgia at this time were: Thomas K. Glenn, Chairman of the Board; H. Warner Martin, President, and Robert Strickland, Executive Vice-President.[50]

Following passage of the Banking Act of 1933, which required separation of commercial and investment banking, and which restricted the operation of affiliates and prohibited interlocking directorates, The Trust Company of Georgia and the First National Bank were divorced. The separation took place in 1933, during which year the former again actively entered the commercial banking field and became a member of the Atlanta Clearing House Association. The trust agreement under which stock of The Trust Company of Georgia had been held in trust for the benefit of stockholders of the First National Bank was dissolved on December 4, 1933.[51]

The election of Robert Strickland, 42-year-old native of Tallapoosa, Georgia, to the presidency of The Trust Company of Georgia on January 12, 1937, marked a new era for the bank. Indeed, the problems of Georgia and the South to which Ernest Woodruff had given his attention, were no longer the same. The South still wanted capital, but it now had more than ever before, and it was at the beginning of an agricultural revolution. Bob Strickland, with his farm background, saw all this. He went up and down the State and the South talking about the land and its direct relationship to banks. He encouraged rural banks in providing sound credit for farmers which had as its objective the betterment of farms, the improvement of farm methods and crop diversification.[52]

It was Strickland, too, who saw that many small businesses, particularly those in the textile field, might grow and develop if they had the advantages of factoring. Outside of New York and Chicago, where factoring services were available, there was none to be had. Consequently, in 1939, a factoring division was established by the Trust Company. It was a success from the start.[53]

The middle 1940's was a period of Providential interference in the affairs of the Trust Company. Ernest Woodruff died on June 5, 1944, after a 51-year association with the Company. Then, within a 90-day span in 1946 Bob Strickland and Tom Glenn were called to rest. The dual responsibility of Chairman and President devolved upon John Adams Sibley, long intimately associated with the Company through his handling of its legal affairs. Soon thereafter the new position of vice-chairman of the board was created, and ably filled until March, 1951, by Malcolm H. Bryan, first vice-president of the Sixth Federal Reserve Bank,[54] and a former outstanding professor of economics.[55]

Mr. Sibley's burden was eased in January, 1948, when Marshall Bryant Hall, formerly of the Guaranty Trust Company of New York, was elected president. At the same time James D. Robinson, son of a distinguished banker and grandson of Captain James W. English, became president of Trust Company of Georgia Associates.[56]

As the decade of the 1940's closed the strong position of The Trust Company of Georgia was indicated by the fact that its capital stood at $2,000,000; its surplus, $5,000,000, and undivided profits, $2,338,382.15. The company had traveled far since that December day in 1891, when first President J. G. Oglesby was ready to throw in the towel.[57]

Another of Atlanta's strongest financial institutions, the Life Insurance Company of Georgia, got off to a modest start in 1891, as the result of two men meeting and sharing a boarding-house room at 18½ West Mitchell Street. The two boarders were John Newton McEachern, formerly of Cobb County, an insurance salesman, and Isham M. Sheffield, just turned 21, formerly of Paulding County, also an insurance salesman.

Both men saw great possibilities in Atlanta and the South for an industrial insurance organization and decided that they would undertake to fill this need. For five dollars per month a modest office was rented in the old Capitol building at Marietta and Forsyth streets. The young enterpreneurs (McEachern was 38 at the time) realized that their success depended upon hard work. With desperate energy they tramped the streets and alleys in sunshine and rain and often went out at night to collect premiums and solicit business from patrons who could not be seen in the daytime. Indeed, it was two or three years before the profits of the business, after paying claims and a living for the proprietors, were sufficient to provide any surplus. Yet the firm never failed to meet an obligation on time, and after a few years a substantial volume of business had been attained.

Until 1903, the company was operated as the Industrial Aid Association, in which year, while located in the Austell Building, it became the Industrial Life & Health Insurance Company. Through the years the firm expanded in assets, in service to the community, and geographically. Founder McEachern died in 1928. The home office was moved to its present location at West Peachtree and Linden streets in 1930. Shortly after World War II the company acquired its present name. By its 60th anniversary year, 1951, the Life Insurance Company of Georgia could boast assets of $55,000,000 and over $700,000,000 insurance in force—a long step indeed from its modest beginnings in 1891. Founder Sheffield, while still living at 82, is no longer active in the business, though his sons, I. M., Jr., and George O., are actively identified with the firm as senior officers. R. Howard Dobbs, Jr., carries on ably as president.[58]

One of Atlanta's most famous trains made its initial run in 1891, the predecessor of the *Crescent Limited,* over the Richmond & Danville, now

Southern. It inspired the following observations from the *Constitution* on January 6th:

"RAH FOR THE R. & D.!

THE WINGED VESTIBULE TRAIN FROM ATLANTA TO WASHINGTON.

It Speeds Onward to the Metropolitan Cities of the North—
A Great Schedule for Atlanta.

"A crowd cheered the first vestibule train that left Atlanta for Washington yesterday morning.

"The train left at 10:10 o'clock, and a number of passengers waved back their happy adieu to the crowded carshed as the winged palace glided gracefully from the gates.

"It is natural that Atlanta should be very much interested in the advantages of this schedule, and it is but a fitting and well deserved compliment to the authorities of the road that many prominent railroad men and public-spirited citizens should be in the carshed yesterday to witness the departure of the first train for the swift journey to the metropolitan cities of the north.

"The train came in on schedule time yesterday morning, bringing the New York papers with the rise of the second sun after their birth, and other mail fresh from New York, Baltimore and Washington.

"A thing of beauty. That was the verdict of everyone who saw the train of wheeled palaces. Only three cars were in the train, but they were splendidly equipped. The first car was the dining apartments, and they are fitted up most delightfully. Then the handsome sleeper *Senator,* which couldn't be more attractive in its every appointment. The last car was the *Courier,* the combination library and observation car.

"Captain D. P. Chandler, the happy-hearted, ever-glorious veteran conductor, was on deck. Waving his cap from the rear platform to the crowds in the depot, he bowed the train from the gates and turned in to call for the dozens of through tickets that awaited him.

"Captain Chandler is the oldest conductor in the service of the Richmond and Danville railroad. He was one of the chief engineers that surveyed the route from Charlotte to Atlanta, and drove the first spike of the road. He has walked the road from Charlotte to Atlanta three times, and has been running on the road ever since it became a railroad.

"Henry D. 'Dal' Spinks, the popular engineer, was at the throttle of the flying palace train, and his son Will Spinks wielded the coal shovel.

"At Central, S. C., the engine crew will change,[60] a relief crew taking the train to Charlotte. At Charlotte, Captain Chandler will yield the northbound train to Captain Pitts, who will guide it into Washington. The mail car leaves Atlanta on the early train, but is overtaken near Charlotte by the vestibuled train and taken on with its cyclone speed. There could hardly be a more perfect schedule than has been arranged for this train."

Atlanta was visited by a number of notable persons during 1891, among whom were financier Jay Gould, explorer Henry M. Stanley, President Benjamin Harrison, and Mrs. Jefferson Davis, with daughter Winnie.

The inspiration for Mr. Gould's visit was in connection with local railroad facilities and a survey of possible sites for a new passenger depot. He arrived by train at noon Saturday, February 7th, accompanied by a group of financiers including Sidney Dillon and John H. Inman, President of the Richmond & Danville system and brother of Samuel M. and Hugh T. Inman, of Atlanta.[61]

The ladies of the party, including Miss Helen Gould, were taken directly to the Kimball House, while the men went directly to the Chamber of Commerce where they were met by a committee composed of Mayor Hemphill, ex-Mayor John T. Glenn, Captain E. P. Howell, R. B. Bullock, Hugh T. Inman, Jack J. Spalding, Julius L. Brown, A. E. Thornton, Captain R. J. Lowry, Captain J. W. English, L. J. Hill and Captain Harry Jackson.[62]

Following a hearty welcome tendered by several hundred assembled citizens, the visitors re-entered their carriages and, after a short sight-seeing trip, were driven to the Capital City Club for lunch, where they were joined by the ladies. Luncheon over, Mr. Gould and his associates were driven directly to the Union Depot. After walking around for awhile, scrutinizing closely everything in and around the depot, Gould re-entered his carriage, and accompanied by Jack Spalding and Alex King, was driven to the Constitution building.[63]

After spending a few moments in the editorial rooms, shaking hands and exchanging pleasant greetings with members of the staff, Mr. Gould was escorted to the top of the building where a magnificent panorama of Atlanta was spread out before him. He expressed himself as astonished at the evidence presented of Atlanta's wonderful growth, and predicted a splendid future for the Gate City. Upon descending he was driven away by Messrs. King and Spalding, to see what he could of the city before darkness came on.[64]

That evening the spacious home of Mr. and Mrs. Hugh T. Inman, at the southwest corner of Peachtree and Harris streets, was thrown open in honor of the visitors, and the reception tendered them was one of the most elegant ever given in Atlanta. About fifty prominent Atlanta ladies were invited to receive with Mrs. Inman and her daughters, and a large number of Atlanta's most prominent people were among the guests. Never did an Atlanta home appear to more elegant advantage.[65]

The following day the Gould party, in charge of General E. P. Alexander, President of the Central Railroad, left for Savannah and points in Florida.[66]

Henry M. Stanley, the renowned African explorer, came to Atlanta under the auspices of the Young Men's Library Association for the purpose of lecturing upon his adventures on the Dark Continent. He arrived early Thursday morning, April 3rd, over the Georgia Pacific Railroad, accompanied by Mrs. Stanley and a group of associates, all of whom were conducted to the Kimball House. Their Pullman car was parked alongside the carshed in charge of two chefs, Mr. Stanley's boy, Sali, and his courier, Ernest.[67]

At 10 o'clock the library committee, composed of Messrs. J. R. Nutting, Charles A. Read, Eugene M. Mitchell and Walter G. Cooper, accompanied by Mayor Hemphill, called on the Stanley party at the Kimball, and after a short stay, arranged for a drive over the city in the afternoon.[68]

The lecture that evening was a complete success. Mr. Stanley came upon the stage escorted by J. R. Nutting, Dr. I. S. Hopkins, Mayor Hemphill, Captain E. P. Howell, H. H. Cabaniss, Alex Meyer, Judge Will Haight, C. A. Read, Andy Calhoun, Joe Hirsch and Captain W. D. Ellis. Mr. Nutting briefly introduced Captain Ellis who in turn introduced Mr. Stanley. Commented the *Constitution* next morning:

"Seldom has there been gathered together in Atlanta an audience like that which greeted Mr. Stanley at De Give's [corner Marietta and Forsyth streets] last night. Numerically, it was one of the greatest the house has ever known, but the use of the term great in this connection is not by any means restricted to its numerical sense. The audience was notable in that it was made up of Atlanta's most prominent citizens—the solid, substantial, thinking people of the city. The people who had read of Stanley's wonderful experiences were anxious to hear the story from the lips of the chief actor in it all, and well were they repaid. It was a great lecture, thrillingly interesting from beginning to end, and splendidly delivered."[69]

The Stanley party left Atlanta shortly after the lecture for Chattanooga. Receipts from his local performance were $1,551, of which the Young Men's Library received $387.75 in cash and much credit for a job well done.[70]

On July 20, 1864, Colonel Benjamin Harrison, a brigade commander in the Union Army, was greeted in the Atlanta area, at the Battle of Peachtree Creek, with gunpowder, grapeshot and canister. During the afternoon of Wednesday, April 15, 1891, as President of the United States, he was received in Atlanta with all the honor due his high position.

The presidential party, which included Mrs. Harrison, Postmaster-General John Wanamaker, Secretary of Agriculture Jeremiah M. Rusk, United States Marshal Carter Harrison, together with his wife and others, came to Atlanta from Chattanooga by special train over the W. & A. R. R. in charge of General Passenger Agent Charles E. Harman, Conductor Ishmael Dunn and Engineer William P. Hackney.[71]

An Atlanta delegation composed of Mayor Hemphill, Aldermen Middlebrooks, Hutchison, Woodward, Rice, Shropshire; Councilmen McBride, Sawtell, Hendrix, Murphy, Lambert, Turner, King, Holbrook, and citizens Rufus B. Bullock, General J. R. Lewis, Captain John Milledge, Julius L. Brown, S. M. Inman, J. T. Glenn, and W. L. Calhoun, met the presidential train at Marietta and rode down in the President's car. As the train struck the Chattahoochee bridge the Atlanta Artillery fired its first salute. At Van Winkle's[72] the whistles began blowing, and from that point to the Union Depot the noise was deafening.

As the train stopped a reception committee headed by Governor Northen met the President, who was escorted from his car on the arm of Mayor Hemphill, and extended to the Chief Executive a warm welcome to Georgia.[73]

The visiting party was then led through the assembled crowd to a line of carriages for a drive out Peachtree. During the ride President Harrison expressed a desire to visit the battlefield of Peachtree Creek and particularly the old millsite where his brigade was under such heavy fire during the battle of 27 years before. Unfortunately his guide service was poor. At Wilson Avenue (14th Street) the procession turned off toward the Driving Club and the valley of Clear Creek. At a point overlooking the Richmond and Danville Railroad (now Southern belt line), the President alighted, and accompanied by Mayor Hemphill, Captain John C. Hendrix and Frank P. Rice, tramped through the woods for perhaps a quarter of a mile. The site of Walker's Mill on Clear Creek was pointed out but it did not register with the President. It finally dawned upon his guides that Collier's Mill on the Tanyard Branch, west of Peachtree, was the site desired, but by them it was too late in the day and the party started back to the city by way of Boulevard and Wheat (Auburn Avenue) Street.[74]

After a rest in his room, the bridal suite at the Kimball, the President and his party adjourned to the State Capitol for a public reception. In assembly-line fashion, at the rate of fifty a minute, the President shook hands with some 3,000 people, white and black, old and young, rich and poor. Some attempted to stop and make conversation, but they were shunted on by those following. Two who tried to stop and chat a moment were Captain James C. Dunlap and "Uncle" Zion Bridwell, both of whom undertook to inform Harrison that they had voted for his grandfather, William Henry Harrison, the hero of Tippecanoe, in 1840.[75]

At 9 P.M. the President visited the night school and addressed the students briefly, after which a brilliant reception at the Mansion by Governor and Mrs. Northen climaxed the day. The next morning at nine, the presidential party left for Birmingham via the Georgia Pacific.[76]

Mrs. Jefferson Davis and Miss Winnie, the "daughter of the Confederacy," paid only a brief visit to Atlanta on Thursday, November 19th. En route from Richmond, they were met at the Union Depot by their old friend Major Sidney Root, and conducted to the Kimball House. After a short rest they visited the studio of sculptor Orion Frazee on Whitehall Street, for the purpose of inspecting the bust of Mr. Davis, then in the process of being modeled. After half an hour in the studio, during which time both ladies expressed pleasure at the progress being made on the bust, they returned to the Kimball for dinner. Later in the afternoon Mrs. Davis left for Memphis, and Miss Winnie for Montgomery, en route to Beauvoir, the old home in Mississippi.[77]

The Atlanta Chapter, Daughters of the American Revolution, holds the distinction of being the second oldest in the national society, as well as the first organized in Georgia. Indeed, the Atlanta Chapter was formed on April 15, 1891, less than a year after the organization was founded in Washington, D. C. Charter members of the Atlanta Chapter were Mrs. M. B. Duncan, Miss Junia McKinley, Mrs. Henry Jackson, Mrs. Hoke Smith, Mrs. McKinley Bussey, Miss Sarah Frances Grant (later Mrs. John M. Slaton), Mrs. Samuel Scott, Mrs. Porter King, Mrs. Jane L. Byers, Mrs. Robert C. Brown,, Mrs. Hugh Hagan (later Mrs. Lucian Cocke, of Roanoke, Va.), and Mrs. William L. Peel.[78]

Another distinction of the Atlanta Chapter is that it was the first in the United States to own its own home. Cragie House, the present home at 1204 Piedmont Avenue, N.E., was acquired in 1911. It was named after the Massachusetts building at the Cotton States and International Exposition of 1895 at Piedmont Park, which building was a replica of the Henry W. Longfellow home in Cambridge. Through the efforts of Mrs. Joseph H. Morgan, the exposition building was presented to the Atlanta Chapter, and served as its home from December, 1895, until 1911. The lot upon which the present Cragie House stands was donated to the chapter by the late George W. Collier.[79]

Regents of the Atlanta Chapter, D.A.R., from its founding to 1940 have been: Mrs. Henry Jackson, 1891-1892; Mrs. William M. Dickson, 1892, 1894-1895; Mrs. Frank Orme, 1893; Mrs. Porter King, 1895-1897; Mrs. Jane Byers, 1897-1898; Mrs. William G. Raoul, 1899; Mrs. John M. Slaton, 1899-1901; Mrs. Frances E. Block, 1901; Mrs. Ira Sage, 1902-1904; Mrs. A. McD. Wilson, 1903-1905; Mrs. W. D. Ellis, 1905; Mrs. Thomas H. Morgan, 1906-1907; Mrs. S. W. Foster, 1908-1910; Mrs. Joseph H. Morgan, 1910-1912; Mrs. Samuel D. Jones, 1912; Mrs. James O. Wynn, 1913-1915; Mrs. J. M. High, 1915; Mrs. E. Bates Block, 1916; Mrs. Charles F. Rice, 1917-1918;

Mrs. David Woodward, 1919; Mrs. Elmer Kirk, 1920-1921; Mrs. Charles Davis, 1921-1922; Mrs. Bun Wylie, 1922-1924; Mrs. Lucius McConnell, 1924-1926; Mrs. John W. Smith, 1927-1929; Mrs. Eli Thomas, 1929-1931; Mrs. Thomas C. Mell, 1931-1932; Mrs. J. D. Cromer, 1932-1934; Mrs. Frances B. Chase, 1934-1936; Mrs. Moreland Speer, 1936-1938; Mrs. Owen McConnell, 1939-1940.[80]

Eighteen ninety-one was an important year in connection with the electric light and power interests of Atlanta. It will be remembered that the first local franchise for electric light and power was granted by city council to the Brush Electric Company in 1882. In late 1883 the Georgia Electric Light Company of Atlanta was incorporated, and was granted a franchise similar to that granted previously to the Brush Electric Company.[81]

Then, in 1890, a new face appeared upon the local light and power scene. Henry Morrell Atkinson was born at Brookline, Massachusetts, in 1862. After graduation from Harvard in 1884, he came to Atlanta in '86, where he soon became active in cotton and banking. On April 5, 1888, he was married to Miss May Peters, daughter of pioneer citizen Richard Peters. To the young Harvard graduate, the electric light and power business appeared to have a bright future. In 1890 he acquired control of the Georgia Electric Light Company of Atlanta, and in 1891 organized the Edison Electric Illuminating Company of Atlanta, which was the original local licensee of the Edison patent of the Edison system of electric lighting.[82]

During the same year, 1891, Atkinson merged the business and properties of the Georgia Electric Light Company of Atlanta and the Edison Electric Illuminating Company of Atlanta under the name of the Georgia Electric Light Company. The old Patrick Lynch rock quarry site (now Davis St. plant, Ga. Power Co.) was acquired, and upon this ancient industrial site, approached quite appropriately by Rock Street, the new company built a steam electric generating station—Atlanta's first. By January 1, 1892, the company had an installed steam station capacity of approximately 1,800 horsepower, and during the year added 800 horsepower. It served 305 arc lamps of 2,000 candlepower, and 614 incandescent lamps of 65 candlepower.[83] The future of Atlanta was growing brighter, though the Georgia Power Company was still a decade in the future.

The decade of the 1890's preceded the first decade of the automobile and witnessed the full flowering of the privately owned horse-drawn vehicle on the streets of Atlanta. The *Constitution* for Sunday, June 14, 1891, gives us a graphic description of the stylish rigs to be seen on Peachtree and at the Driving Club.

"Atlanta is noted for the swell rigs to be seen on her streets. No city in the United States excels her in this respect; none of Atlanta's size can show so excellent an array. There is everything here, from the magnificent tally-ho coach to the daintiest donkey cart, with the intermediate styles elegantly developed.

"I was in Chicago the other day, said Mr. J. L. Shuff, and I tell you those fellows up there were mightily surprised when I told them the class of turnouts which Atlanta sports. It is no exaggeration to say that we are very much ahead of any city Atlanta's size in this respect. You find here in Atlanta absolutely the latest things out.

"Everybody has seen Captain [R. J.] Lowry's tally-ho, and everybody has gazed at it with what a novelist would term open-mouthed wonder and admiration. This tally-ho, or drag, may be said to be the pioneer of the new vehicles. Of course, there were a great many elegant ones before, but since Captain Lowry displayed sufficient bravery to put that on the streets of Atlanta there have been added a very large number of the very latest styles manufactured.

"It is told that Captain Lowry, as a boy, had an ambition which every boy I think has—to drive a bus or a stage. In the days of the stagecoach, the driver was a bigger man than the average congressman—way 'out of sight,' indeed, was the regard for him as compared for the popular regard for the average congressman today. He was naturally then the envy of the boys, both of town and village, and Bob Lowry was one of the boys.

"There is very little resemblance between the four-in-hand coach, of which this one is an excellent sample, and the old-time stagecoach—about the same resemblance that exists between the well-groomed 'hack' horse and a West End street car mule. They were made on the same lines, it is true, belong to the same family; but the tally-ho of the coach fanciers of today is the Pullman palace car of the dirt road. It is elegant in all its appointments, fully as elegant as it looks. . . .

"It is impossible to describe all of the fancy rigs one sees on the streets of Atlanta. A few are selected, not because they are the only handsome ones, or even the handsomest, but because they are fair types of them all.

"The Trenton wagon of Mrs. W. H. Venable has been very much admired. There are several vehicles of this general class in Atlanta, some of them finished in light woods as is hers, some in dark. Mr. W. A. Hemphill has a wagonette which, in general appearance, is built something on the same line, but is heavier and more substantial in appearance. His is dark in finish, and instead of a single seat behind, has two long seats facing each other. This seats six people very comfortably, and with the spanking bays which draw it, makes one of the most attractive turnouts on Peachtree.

"The Victoria of Mrs. W. C. Sanders is one of several of this line in the city, and is one of the most comfortable as well as one of the most stylish to be seen on the streets. An elegant little thing is that of Mr. J. L. Shuff, to which he drives his pair of coal-black horses.

"Mr. Walker Inman has a 'mail phaeton,' which has attracted large attention and is greatly admired. Mr. Albert Howell, Jr., has a unique light buckboard, elegantly finished, which goes by the rather unique name of 'dos-a-dos.' The Rugby is the name given a very stylish and nobby trap of Mr. Bob Maddox. It is finished in quartered oak, and is very attractive.

"Mr. Sam Hall's cart attracts more attention, probably, than any other in the city. Colonel Grant, Mr. Clarence Knowles and several other Atlanta people drive elegantly finished broughams. Mr. Ed Peters has an open rockaway, which is very pretty and stylish. Mr. Clark Howell has a handsome seaside surrey. Mr. A. B. Steele drives a ladies' extension brougham.

"There are a number of Kensington wagons in Atlanta, some finished in natural woods, some not. Among those who drive Kensingtons are: Mr. Pat Calhoun, Captain W. W. Boyd, Mr. Willis Ragan, Mr. D. H. Dougherty, Mr. George W. Harrison, Mr. J. B. Redwine and others.

"A great many ladies prefer the Victoria to all other styles of traps. Among those who have handsome ones are Mrs. Joseph Thompson, Mrs. Walker Inman, Mrs. Captain English, Mrs. E. P. Howell, Mrs. Parsons, Mrs. J. H.

Porter, Mrs. H. H. Smith, Mrs. J. M. High, Mrs. Rhode Hill, Mrs. J. G. Oglesby, Mrs. C. T. Swift, Mrs. Colonel Milledge, Mrs. Jacob Elsas, Mrs. Joseph Hirsch, Mrs. Henry Wellhouse, Mrs. Robert Dohme, and others.

"Atlanta has a number of handsome T-carts. A number of young men, especially, affect this style of trap, and the result is that there are many very handsome ones. Among the smartest of this style to be seen are those of Dr. [R. B.] Ridley, Mr. Ed Peters, Mr. J. C. Freeman, Mr. John Grant, Mr. Jim English, Mr. T. D. Meador, Mr. Frank Block, Mr. McAllen Marsh, Mr. John Clarke, Mr. A. W. Hill, Mr. George Parrott, Mr. Albert Cox, Mr. Charley Ryan and Mr. Will Speer.

"There are a number of handsome landaus, among them those owned by Messrs. L. J. Hill, who has, by the way, one of the handsomest carriage teams in the city; W. B. Lowe, Colonel J. W. Rucker, E. W. Marsh, J. H. Porter, A. D. Adair, G. W. Adair, Mrs. R. H. Richards and Mrs. Harwood. Governor Brown and Major Kiser both have handsome new landaus but neither have been seen much as yet, their owners preferring, doubtless, the carriages they have used for a long time.

"Governor Bullock rides in a high platform carriage. Mr. Jim Freeman has a handsome ladies' carriage and so have Captain John Miller, Mr. G. V. Gress, Mr. J. L. Dickey and others. Several ladies drive in cabriolets, among them Mrs. Eugene Spalding, Mrs. Will Austell, Mrs. Judge Bigby and Mrs. Charlie Collier.

"In landaulettes, Mr. Tom Meador, Mr. J. T. Glenn, Mr. Hoke Smith, Mr. Henry Jackson, Mr. Humphreys Castleman, Joseph Thompson.

"A number of well-known ladies drive their own phaetons, among them Mrs. D. C. Bacon, Mrs. Walker Taylor, Mrs. J. D. McCarty, Mrs. Willis Westmoreland, Mrs. Dr. [Arthur G.] Hobbs, Mrs. L. O. Stephens, Mrs. Hugh McKee, Miss Jim Wylie, Miss Hallie Hulsey, Miss Eva Bell, Miss Maud Barker, Miss Sallie Hunnicutt, Miss Neel and others.

"Mr. John Ryan has the handsomest gentlemen's driving wagon in the city, and drives to it the best pair of roadsters in this part of the south. This team can go on the road in better than 2:30. In addition to these, there are a number of special designs which deserve mention. Major Edmund Tyler, of the Atlanta and West Point railroad, drives a team of English cobs to a handsome trap and there is nothing more stylish in Atlanta than this. Two very pretty turnouts are Mr. W. L. Peel's Premier wagon and Mr. J. K. Ottley's Gladstone.

"Major Fitten has a wagonette finished in bird's-eye maple which is of Parisian design, and was in fact made in Paris.

"Mr. Joseph Kingsberry rides in an exceedingly stylish and handsome dos-a-dos carriage. Mr. Albert Thornton has a handsome brougham, and besides has six passenger buckboards to use at his country place. Dr. F. H. Orme and Judge George Hillyer drive coupe carriages; Mr. Harry Atkinson has what is called a stanhope, which is one of the striking new traps. The very swellest thing in the way of a Brewster dos-a-dos is that of Mr. Clarence Knowles. Dr. Smith has a Premier wagon, to which he always drives fast horses. Mr. Sam Venable has a very stylish brake; Judge [G. H.] Tanner has a Tuxedo wagon which is stylish and comfortable.

"Mr. Burton Smith rides in a decidedly swell buckboard finished in natural woods. There are a number of gentlemen's driving wagons, most of them of the Brewster type. Among those who speed their fast horses to these kinds of traps are Messrs. L. L. McCleskey, Jim McKeldin, Dr. [C. O.] Tyner, J. H. Nunnally, Tom Cobb Jackson, Joseph Thompson, Dr. [H. L.] Wilson, John Moore, Ed DuBose, Zach Castleberry, John Sanders, Harry Cassin and Porter Woodson.

"Mr. Frank Block's elegant family carriage is one of the strikingly handsome ones you see on Peachtree.

"These do not begin to tell the full story, but they are simply samples of the many that are to be seen on the streets every day."

While each succeeding year brought new citizens to Atlanta and vicinity, so also did each year take its toll of old citizens. Among those who died in 1891 were Thomas S. Reynolds, pioneer printer, inventor and newspaper publisher; James R. McAllister, life-time resident of De Kalb and long-time treasurer of that county; William H. Clayton, native of Athens, Georgia, Confederate soldier, former treasurer of the W. & A. R. R., and Southern Express Company official; Alexander Weldon Mitchell, a resident since 1845, and a pioneer cotton merchant; Dr. James Glasgow Armstrong, Belfast-born Presbyterian, later Episcopal minister, educator and writer; Dr. Thomas A. Warren, physician, father of the late Dr. William C. Warren of Atlanta, who died from injuries received when kicked in the face by his horse; Dr. John M. Boring, a native of Jackson county, old-time physician, and resident of Atlanta most of his life since 1847; General Lucius J. Gartrell, in his day probably the foremost criminal lawyer at the Atlanta bar; Jonas S. Smith, native of Warren County, a local merchant in the days of Marthasville, early postmaster and the first sheriff of Fulton County; Dr. Joseph Payne Logan, Virginia-born Atlanta physician since 1854; James E. Gullatt, native of Charleston, South Carolina, brass founder, former city councilman, state legislator and a moving spirit in Atlanta's volunteer fire department; James F. Nutting, veteran real estate man and founder of a well-known Atlanta family; James O. Harris, native of Albemarle County, Virginia, Confederate soldier, merchant and public official, father of the late Dr. Nathan O., and Messrs. Clem R. and Daniel B. Harris; Thomas T. Pope, a pioneer farmer and extensive land owner in the Buckhead District; William Adolphus Moore, an East Tennessean by birth and senior member of the famous old wholesale dry goods firm of Moore, Marsh and Company; John C. Kimball, native of Maine, a brother of the noted H. I. Kimball, ex-city councilman, contractor and builder; German M. Lester, early Atlanta city marshal, born in Greenville, South Carolina, in 1812 and died at Esom Hill, Polk County, Georgia, a brother-in-law of the noted Dr. Jesse Boring; Timothy Burke, native of County Clare, Ireland, early Atlanta book seller, publisher, and a devoted member of the Hibernian Benevolent Society; Dr. Hilliard J. Fowler, veteran of the Indian wars of the 1830's and a resident of De Kalb County since 1831; Judge Dennis F. Hammond, died in Orlando, Florida, former judge of the superior court of the Coweta circuit, and mayor of Atlanta in 1871; Robert M. Clarke, proprietor of the old Panola factory in De Kalb, breeder of fine blooded horses, who first came to Atlanta when it was Marthasville and clerked for the pioneer mercantile firm of Collins and Loyd; and William C. Austin, originally of Greenville, South Carolina, and a pioneer settler of the Sandy Springs neighborhood.[84]

NOTES—CHAPTER 69

[1] *Atlanta Constitution,* Dec. 4, 1890.

[2] *Annual Reports, City of Atlanta,* 1899, p. 589.

[3] *Ibid.; City Directory,* 1891.

[4] *City Directory,* 1891.

[5] Commission Book, Dept., Archives and History, Atlanta; Cooper, *Fulton County,* 709.

[6] Commission Book, Dept., Archives and History, Atlanta.

[7] The Chief's wagon, in which he responded to alarms.

[8] *Atlanta Constitution,* Dec. 20, 1891.

[9] *Ibid.,* July 13, 1924; J. S. Pope, "Link With Past Removed," *Atlanta Journal Magazine,* 1930.

[10] *Annual Reports, City of Atlanta,* 1892, p. 33; Pope, "Link With Past Removed," *loc. cit.*

[11] *Atlanta Constitution,* July 13, 1924; Pope, "Link With the Past Removed," *loc. cit.*

[12] *Atlanta Constitution,* May 30, 1891.

[13] *Ibid.,* Dec. 23, 1891.

[14] The street directory in the *City Directory* of 1892, is particularly useful, since it lists both the old and new number of each house, the former, of course, if it had one.

[15] The Andrew P. Stewart farm was located on the present Stewart Avenue, originally Kreis Street, opposite University Avenue. The street was named for Mr. Stewart, for many years tax collector of Fulton County.

[16] *Atlanta Constitution,* April 26, 1891.

[17] Wright, "Georgia Power Company," *loc. cit.,* 205.

[18] *City Directory,* 1892.

[19] Wright, "Georgia Power Company," *loc. cit.,* 206.

[20] *Atlanta Constitution,* Dec. 26, 1891.

[21] *City Directory,* 1893.

[22] *Ibid.,* 1892; Wright, "Georgia Power Company," *loc. cit.,* 204

[23] *Atlanta Constitution,* Oct. 21, 1891.

[24] *Ibid.*

[25] *Ibid.*

[26] *Ibid.*

[27] *Ibid.,* Sept. 8, 1891.

[28] Oct. 22, 1891.

[29] Afterwards the wife of the late Eugene R. Black, of Atlanta.

[30] *Atlanta Constitution,* Oct. 22, 1891.

[31] *Ibid.*

[32] *Ibid.,* June 26, 1891.

[33] The junior member of the renowned firm of architects was John Wellborn Root, son of pioneer Atlantan, Sidney Root. He did not live to witness the completion of the building, or for that matter, the laying of the cornerstone, dying suddenly of pneumonia on Jan. 15, 1891, at the early age of 41.

[34] *Atlanta Constitution,* June 26, 1891.

[35] *Ibid.*

[36] *Ibid.*

[37] *Ibid.,* Feb. 19, May 31, 1892; *City Directory,* 1892.

[38] *Ga. Laws,* 1890-1891, p. 310.

[39] Franklin M. Garrett, "Annals of The Trust Company of Georgia," (Atlanta, 1948). Unpublished bound typescript, compiled at the request of the Trust Company from its original records.

[40] Garrett, "Trust Company of Georgia," *loc. cit.*

[41] *Ibid.*

[42] *Ibid.*

[43] Ralph McGill, *Story of The Trust Company of Georgia on its 60th Anniversary* (Atlanta, 1951), 5.

[44] Garrett, "Trust Company of Georgia," *loc. cit.*

[45] *Ibid.*

[46] *Ibid.*

[47] *Ibid.*

[48] *Ibid.*

[49] *Ibid.*

[50] *Ibid.*

[51] *Ibid.*

[52] *Ibid.;* McGill, *Trust Co. of Ga.,* 14-15.

[53] McGill, *Trust Co. of Ga.,* 15.

[54] Now president of the Federal Reserve Bank of Atlanta.

[55] McGill, *Trust Co. of Ga.,* 17-19.

[56] Garrett, "Trust Company of Georgia," *loc. cit.*

[57] *Ibid.*

[58] *The Southern Sentinel,* a publication of the Life Insurance Company of Georgia; Cooper, *Story of Georgia,* IV, 560-561; Clark Howell, *History of Georgia* (Chicago, 1926), II, 600; city directories, 1891-1949.

[59] Omitted.

[60] They now change at Greenville, S. C.

[61] *Atlanta Constitution,* Feb. 8, 1891.

[62] *Ibid.*

[63] *Ibid.*

[64] *Ibid.*

[65] *Ibid.*

[66] *Ibid.*

[67] *Ibid.,* Apr. 3, 1891.

[68] *Ibid.*

[69] *Ibid.*

[70] *Ibid.,* Apr. 4, 1891.

[71] *Ibid.,* Apr. 16, 1891.

[72] The present Murray Company, near the stockyards.

[73] *Atlanta Constitution,* April 16, 1891.

[74] *Ibid.*

[75] *Ibid.*

[76] *Ibid.*

[77] *Ibid.,* Nov. 20, 1891.

[78] Yolande Gwin. "Atlanta Chapter, D.A.R., Second Oldest in National Society," *Atlanta Constitution,* Mar. 12, 1939.

[79] *Ibid.*

[80] *Ibid.*

[81] Cooper, *Fulton County,* 793.

[82] *Ibid.;* "Garrett's Necrology."

[83] Cooper, *Fulton County,* 793.

[84] "Garrett's Necrology."

CHAPTER 70

1892

WILLIAM A. HEMPHILL again headed the city government during 1892, with Alderman Augustus M. Reinhardt serving as mayor *pro tem*. Two new aldermen, W. Wallace Boyd, secretary and treasurer of the Van Winkle Gin & Machine Company, and James M. Stephens, took their seats in the general council. Likewise, one new councilman from each ward joined the group. They were:

First Ward—Olmius Reneau, conductor, Central R. R.
Second Ward—John A. Colvin, president and superintendent, Atlanta Baggage and Cab Co.
Third Ward—John F. McWaters, locomotive engineer, A. & W. P. R. R.
Fourth Ward—William P. Hill, attorney.
Fifth Ward—Charles S. Northen, special agent, Equitable Life Assurance Society.
Sixth Ward—Thomas D. Meador, vice-president, The Lowry Banking Company and of the Oglesby & Meador Grocery Co.[1]

Other local officials of the year were A. P. Woodward, clerk; J. W. Loyd, marshal; J. H. Goldsmith, comptroller; Andrew E. Calhoun, recorder; John B. Goodwin, city attorney; J. A. Anderson, assistant city attorney; C. K. Maddox, tax collector; C. D. Meador, T. J. Malone and C. J. Keith, assessors; W. T. Wall, treasurer; R. M. Clayton, engineer; Z. B. Moon, messenger; Charles D'Alvigny, sexton, and J. K. "Jumbo" Hunter, warden.[2]

Police Department: Commissioners, J. W. English, W. H. Brotherton, J. F. Lester, William Laird, W. S. Gramling; Chief, A. B. Connolly.

Fire Department: Chief, W. R. Joyner; Foremen, Jacob Emmel, T. W. Haney, W. B. Cummings, S. B. Chapman, E. J. Setze, J. C. Watters, H. P. Haney, W. H. Clowe.

Board of Health: W. S. Armstrong, President; J. B. Baird, M.D., Secretary; J. F. Alexander, M.D., J. C. Avary, M.D., J. T. Cooper.

Water Commissioners: George Hillyer, President; W. G. Richards, Superintendent.

Public Works: D. G. Wylie, Commissioner; Clarence Moore, Clerk.

Board of Education: Hoke Smith, President; D. A. Beatie, Vice-President; R. J. Lowry, Treasurer; W. F. Slaton, Secretary and Superintendent. Two members from each ward, three from the city-at-large, and the Mayor, *ex-officio*, completed the Board.[3]

Charles A. Collier succeeded William J. Garrett as a member of the Fulton County Commission for 1892, which incidentally was made an elective office by Act of the Legislature, approved December 1, 1892, to take effect January 1, 1893. Up to this time the commissioners had been elected by the first grand jury at the spring term of the Superior Court.[4]

In 1892 the Populist Party entered Georgia politics by naming William L. Peek, of Rockdale County, as candidate for Governor to oppose William J. Northen, nominated by the Democrats for a second term. The majority of Georgians, however, could not be drawn into a third party and Northen was elected by a vote of 140,492 to 68,990.[5]

The presidential election of 1892, held on November 1st, eventuated happily for most residents of the Atlanta area since it brought victory to the Democratic standard-bearers, Grover Cleveland and Adlai E. Stevenson, over Benjamin Harrison and Whitelaw Reid, Republicans.

Recorded S. P. Richards in his diary on the 9th:

"Pandemonium reigns in Atlanta over the joyful event recorded yesterday. Tin horns, drums, whistles, bells and steam engines strive to see how much fuss they can make all day and far into the night. . . ."

The *Constitution* heralded the event that morning too:

"REDEEMED!

The Union Once More in
the Hands of Democracy.

CLEVELAND AND STEVENSON

A Democratic Tidal Wave
Sweeps the Country.

"In the midst of a tumult such as has not been heard in Atlanta since 1884 the people read in front of the *Constitution* office last night the result of the glorious victory.

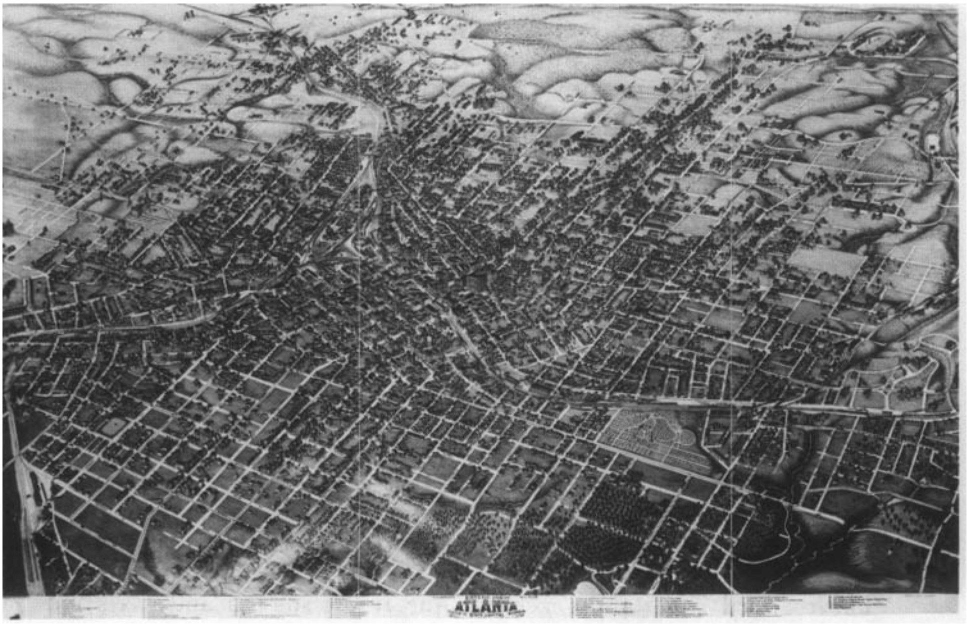
"Scarcely had dark fallen when two rays of light shot across the street to where the *Constitution's* bulletin canvases were spread, and the news, straight from the wires, began to tell the rapidly collecting crowd how the country was going. The crowd swelled like a torrent, and before the definite returns began to come in a surging mass of humanity from Alabama Street to Forsyth, and as far down Forsyth as the bulletins could be seen, had collected and were hanging expectant on the result.

"Among the crowd were to be seen the anxious faces of men who for years have watched the bulletins of presidential elections. They have watched through hope and despair, and once before they have read success [1884]. But last night, as the returns from New York began to come in, they read once more the signs of victory, and by the time it became a certainty the tumult in the street had become wild, and a man ten blocks away might have known that democracy was triumphant.

"From the second floor of the *Constitution* building two funnels of bright light shot across the street and on the broad bulletins told the story. As fast as one telegram was conveyed in this way to the crowd from the stereopticon, another was placed before the other light, and without a moment's cessation the news was published to the audience. Shortly after 9 o'clock the skies, which had been overcast, cleared away and the threatened rain passed off. The crowd continuously swelled, until one could scarcely pass through the streets contiguous to the bulletins.

"In the meantime the small boy began to let out his long pent up vivacity, and tin horns, fire crackers, torpedoes, and other juvenile demonstrations made night hideous. It is queer how even a grown man becomes young under the influence of joy, but more than one gray beard was seen tooting a horn with all the vigor of ten years, and yelling at the sound of a cracker as if he were ten years old and once more shooting it himself. . . .

"Those who witnessed the sight seen last night in front of the *Constitution's* bulletins went home with an impression never to be forgotten, the impression of a people who are triumphant, a people who have waited long years for their victory, and who, having tasted once of its sweets, see it once more in their grasp.



(From a copy, collection of Franklin M. Garrett. Original published by H. G. Saunders and W. L. Kline.)

Bird's-eye view of Atlanta, 1892

"Then the little red cannon began to talk—that little cannon which has not spoken since it was sealed up in 1888—sealed up by Henry Grady, when he laid it away with the hope of a victory in 1892, and set across its mouth a paper on which was written 'a charge to keep I have.' It has kept its charge well, and last night when that charge went off the shouts of thousands saluted its resonant democratic voice.

"As the hours wore on and the news continued to come in a steady stream from the doubtful states, all pointing to Cleveland, the tumult became greater and greater, and many left, with the assurance that victory was certainly perched on the democratic eagles. But it remained for those who stayed through the still small hours to realize the certainty which has been dawning on the country for many months, that the people have finally returned to the faith of their fathers and that the party of the Constitution is once more safely entrenched behind the hearts of the country."

The nomination of Grover Cleveland in 1892 was by no means advocated by all Georgia Democrats. Being a sound-money man and opposed to the free coinage of silver, he did not have the support of the Farmers' Alliance and other Democrats who believed in free coinage. Cleveland did, however, have a powerful and vigorous advocate in Hoke Smith, owner of the Atlanta *Journal.* Smith put the *Journal* squarely behind Cleveland and it became an important factor in securing the Georgia nomination for the former President. As a reward for services well performed and as gesture to an able man, Cleveland upon making up his Cabinet in 1893, selected Mr. Smith as Secretary of the Interior—the only Atlantan ever to serve as a cabinet member.[6]

The Seaboard Air-Line Railroad ran its first train into Atlanta on Sunday, April 24, 1892, over the recently completed Georgia, Carolina & Northern, the 273 miles of which had just been completed from Monroe, North Carolina. The new line, running from Monroe to Atlanta through Athens and Elberton, Georgia, gave Atlanta a second through line to the northeast and provided direct connections with the Fall Line centers of North and South Carolina.[7]

The arrival of the first train, a far cry from the present *Silver Comet,* was duly noted by the local press:

"The first passenger train into Atlanta over the Georgia, Carolina & Northern road arrived yesterday morning on schedule time.

"It was the Elberton accommodation and it came to a stop at Inman Park at 10 o'clock, eastern time, having made the run from Elberton in four hours.

"The train was made up of two coaches and a baggage coach, and was in charge of Conductor J. C. Cothran, of Abbeville, South Carolina, a railroader of ten years experience and a most affable gentleman. Engineer J. P. Garrison was at the throttle, H. W. Droflin was the baggagemaster, and R. D. Izzard, flagman. Mr. D. L. Hudson, superintendent of the telegraph service of the road, was on board the train.

"The roadbed is certainly excellent, the riding smooth and easy, and the trip between Athens (where the *Constitution* man got on) and Atlanta was a very pleasant one. The country through which it passes is in a prosperous section of the state, and the little towns along the road are building up very rapidly. Evidences of great improvement were to be seen on all sides as the train sped on towards the Gate City.

"The stations between Athens and Atlanta are Bogart, Statham, Jug Tavern [now Winder], Auburn, Dacula, Lawrenceville, Gloster, Bryan, Tucker, North Decatur and Inman Park. The beneficial effect of the road is apparent in the amount of building going on at each of these places, and at Jug Tavern the quarries are being rapidly developed.

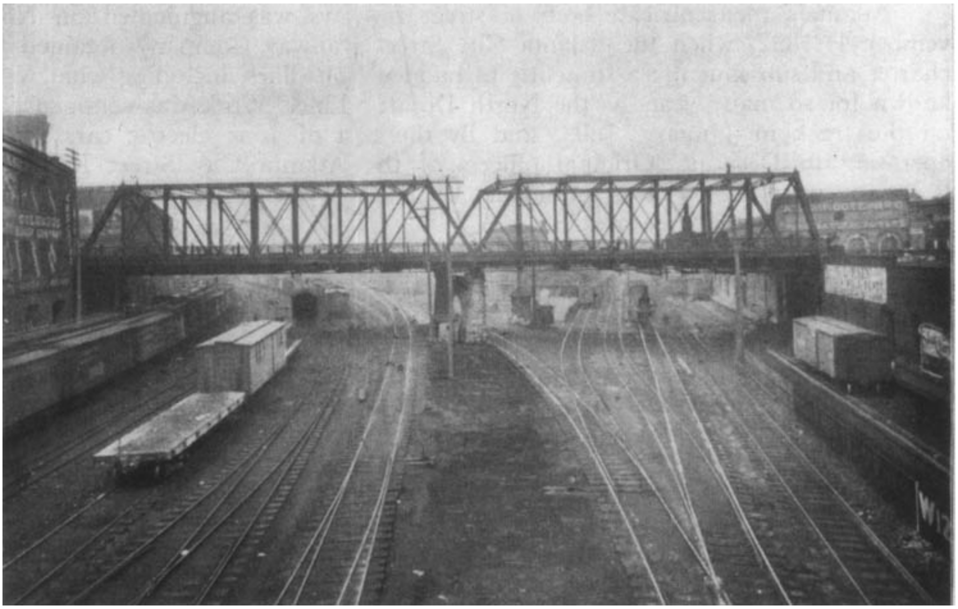
"At each station the citizens were gathered to wave their greetings to the new train. As it rolled through Decatur, Kirkwood and on to Inman Park, numberless handkerchiefs were waved by fair hands as a token of welcome. Over one hundred and fifty passengers came over on the first trip. They took the electric cars at Inman Park and came into the city.

"The schedules now in force and effect on the Georgia, Carolina & Northern are as follows: Two freight trains per day—the Elberton accommodation leaving Elberton at 6 o'clock a.m., eastern time, and arriving in Atlanta at 10 o'clock a.m.; leaving Atlanta at 4:25 o'clock p.m., arriving in Elberton at 8:25 o'clock p.m. Also the train daily except Sunday, leaving Charlotte at 8 o'clock a.m., arriving in Atlanta at 7 o'clock p.m.; leaving Atlanta at 9 o'clock a.m., arriving in Charlotte at 8 o'clock p.m.

"It is said that in about a week another passenger train will be added and that it will be a through train from Norfolk to Atlanta.

"Today and tomorrow excursions will be run from Athens to Atlanta and return, the fare for the round trip being placed at $2.01, limited to the 27th instant. A large crowd will doubtless come over on both excursions.

"The arrival of the first regular passenger train in Atlanta over the Georgia, Carolina & Northern is greeted with a hearty welcome, and it will not be very long until the road will run into the heart of the city.



(Courtesy Atlanta Historical Society)

The original Forsyth Street Bridge, erected 1891. Present Union Station abutting new bridge occupies open area beyond span shown on right in this picture.

"President John W. Robinson of the Seaboard Air-Line System came in during the day and General Superintendent L. T. Myers, of Portsmouth, was down in his car. . . ."[8]

For some months after beginning operations into Atlanta, the Georgia, Carolina and Northern found itself in an awkward position competitively with the Richmond & Danville and Georgia railroads to the east. The original intention of the new road was to come into the center of the city over its present belt line, from a point just below the present site of Emory University, striking the Georgia Railroad at what is now Murray Hill Avenue, thence running parallel with the Georgia road into the Union Depot. The Georgia Railroad successfully opposed this plan in the courts, on the ground that several of its side-tracks near the center of the city would be torn up and rendered useless. The G. C. & N. was therefore forced to build a temporary depot in Inman Park and discharge its passengers two miles from the city.[9]

The impasse was overcome late in 1892 when the G. C. & N. (now Seaboard) completed a line down the valley of Peachtree Creek to Howell Station, northwest of the city, and by securing trackage rights over the Western & Atlantic, to bring its trains into the Union Depot. Commented the *Constitution* on Friday, November 25th:

". . . The work was done with the utmost dispatch, and on Monday was completed. All that remains to be done is to put in the switches. Next week the handsome trains of the Georgia, Carolina and Northern will roll into the union depot. Here the road will assume its place as one of the Atlanta's foremost roads."

Atlanta's then intricate web of street railways was augmented on November 4, 1892, when the Atlanta City Street Railway Company obtained a charter and subsequently a franchise to build various lines, including what was known for so many years as the North Decatur Line. Work was commenced on the track in January, 1893, and by the first of June electric cars were operating to Decatur. Original officers of the Atlanta City Street Railway Company were Aaron Haas, president; W. I. Zachry, vice-president, and J. B. Zachry, secretary and treasurer.[10]

On the balmy summer afternoon of June 10, 1892, occurred the worst wreck in Atlanta street railroad history. Several days before the accident lightning burned out the dynamo of the Atlanta and Chattahoochee Railway Company (River Line), and in an effort to maintain service while repairs were being made, the company borrowed the old steam locomotive *Ajax* from the W. & A. Railroad. From Sunday to Friday the *Ajax* maintained its schedule with a two-car train, which it pushed rather than pulled.[11]

On the fatal day, Friday the 10th, just before 2 P.M., the train left its terminal at Jones Avenue and Gray Street for a trip to the river, its two cars well filled. From Gray Street for a considerable distance west, the line followed Kennedy Street. Between Gray Street and Chestnut Street, Kennedy descended into a deep ravine, approached from either side by a hill some 700 feet long. The ravine itself was crossed on a fill. As he descended the hill for a good start up the hill beyond, Engineer J. W. Haney let the *Ajax*, which had no airbrakes, run wide open.[12]

Just before the bottom of the grade was reached, the car in front began to rock violently. As passengers grabbed the seats in front of them to steady themselves, the car left the rails and plunged down a twenty-foot embankment. The coupling between the two cars of course broke, and as the first car cleared the track, the second, driven at full tilt by the heavy engine, also jumped the rails and flew off in the opposite direction from the other. The engine, by now in reverse, slid on for a few feet before coming to a stop. Both cars, being of wood construction, were demolished.[13]

Three passengers were killed outright; the Negro brakeman was fatally injured; three other passengers were dangerously injured, while nearly a score were more or less seriously injured. The dead passengers were Dr. R. M. Auten, age 63, an Atlanta physician since just before the War Between the States; George W. Allen, a retired locomotive engineer, and E. M. Davis, a painter. The latter tried to jump before the cars left the track and was run over by the locomotive.[14]

Commented the *Constitution* next morning:

". . . During the afternoon thousands of people visited the fatal spot. In groups the visitors discussed the terrible disaster in low tones. The shadow of death hovered over the place, and the dread calamity made all feel sad. Even the heavens seemed sad at the dire catastrophe. From the west a mighty cloud of inky blackness came up and hovered over the place like a pall. . . ."[15]

Among Atlanta's distinguished guests during 1892 were Thomas Nelson Page, the noted Virginia author, lecturer and lawyer; later ambassador to Italy; Mrs. Thomas Jonathan Jackson, widow of the late renowned "Stonewall," and Adlai E. Stevenson, Vice-President-elect of the United States.

Mr. Page came to Atlanta directly from New York at the invitation of the Young Men's Library, and arrived on the Air-Line (Southern) vestibule train at 5 P.M., February 3rd. He was met at the depot by the directors of the Young Men's Library and driven directly to the home of Clarence Knowles on Ponce de Leon Avenue in his host's carriage.[16]

The reception accorded the lecturer that night at old De Give's on Marietta Street was a royal one. His readings from "Marse Chan" and "Pulaski's Tunament" were enthusiastically received by a large audience which included 23 Agnes Scott girls. Among the boxholders were Governor Northen, Mrs. W. H. Parsons, Mr. and Mrs. Clarence Knowles, T. B. Paine and J. L. Riley. The speaker was introduced by Frank H. Richardson, Editor of the *Atlanta Journal.*[17]

Mrs. Jackson's visit, in late March, was not of a social nature. The constant strain upon her eyes in the preparation of the manuscript for her recently published life of General Jackson had caused her much suffering. The purpose of her visit was a consultation with the eminent eye specialist, Dr. Abner W. Calhoun, who counseled against an operation but recommended absolute rest and quiet. While in the city she stayed at the Westmoreland on North Forsyth Street.[18]

Vice-President-elect Stevenson, with his family and a group of dignitaries arrived in Atlanta from Anniston, Alabama, over the Georgia Pacific (Southern) Railroad at 1:30 P.M. on December 21st, and, according to the usual custom the group was conducted across the street to the Kimball House. Here, in the reading room on the first floor, a luncheon was spread for the party and a number of the reception committee. This committee, composed of Dr. J. D. Turner, C. S. Northen, W. P. Hill, A. D. Adair, F. P. Rice, S. F. Woodson, H. C. Sawtell, J. M. Slaton, Fulton Colville, Porter King, Arnold Broyles and T. D. Meador, had met Stevenson's train at Lithia Springs and ridden in with the distinguished visitors.[19]

That afternoon the party was driven about the city in carriages. Captain Robert J. Lowry gave a coaching party to the lady members, stopping at the Piedmont Driving Club[20] for refreshments. General Stevenson drove out to Edgewood to pay a short call on Senator Colquitt, who had been sick for many weeks and was confined to his room.[21]

At 8 P.M. Mr. and Mrs. Stevenson attended the formal opening of the Commercial Club in the Chamber of Commerce Building at Pryor and Hunter streets. Here they were officially welcomed, and after speeches by Junius G. Oglesby, president of the club, Mayor Hemphill, Governor Northen, General Stevenson and Nathaniel J. Hammond, a reception was held in the clubrooms.[22]

The next day the visitors were treated to a continuous round of entertainment, their hosts being the Young Men's Democratic League, Mrs. Hoke Smith, Captain E. P. Howell, Dr. R. D. Spalding, Governor and Mrs. Northen and Mrs. W. A. Hemphill. The festivities closed that night with a reception and dance at the brand-new Aragon Hotel, with H. H. Cabaniss, business manager of the *Atlanta Journal,* as host.[23]

At 8:10 A.M., on the 23rd, ensconced in their private car, the Stevenson party left via the W. & A. Railroad for Chicago.[24]

The Kimball and Markham Houses received some stiff competition when, in November, 1892, pioneer citizen George Washington Collier completed the Aragon Hotel on the southeast corner of Peachtree and Ellis streets.

In connection with the site of the hotel, a story has long gone the rounds that an Eastern capitalist, interested in a purchase, approached Mr. Collier with an offer for the land. But Collier, like old Peter Goelet, of New York City, who refused to sell Commodore Vanderbilt the site of Grand Central Station, bought but never sold. He declined even to put a price on the land. Finally, the would-be purchaser, in desperation, inquired if covering the land with silver dollars would buy the property. This gave Collier pause for thought. In a few moments he told the capitalist that he would sell provided the silver dollars were stood on edge. The deal fell through.

The opening of the Aragon inspired the following comment from the *Constitution* on November 15, 1892:

> "At 2:30 o'clock yesterday the Hotel Aragon was opened with the booming of cannon and the waving of flags. Just at the hour mentioned Manager B. K. Tice fired the Aragon cannon, the flag was hoisted and Atlanta had a splendidly equipped hotel at her service.
>
> "The Aragon will be conducted on both the European and American plans, and, in the hands of such efficient gentlemen as those in charge, can be nothing but a success.
>
> "At six o'clock last night dinner was served to a number of invited guests and during the evening music was discoursed by a fine orchestra. The tables were beautifully decorated with handsome flowers and evergreens and the courses were elegantly served.
>
> "The first name on the register is that of Bishop [C. Kinloch] Nelson, who, with his wife, will stop at the Aragon.
>
> "Hotel Aragon is a handsome structure and is six stories in height. The inside is beautifully finished and the interior of the rooms and the furnishings are on the same order—handsome. There are four hydraulic elevators—three for passengers and one for freight. In the hotel there are just 125 rooms for guests.
>
> "Mr. B. K. Tice, the manager of the new house, is well able to take charge of the Aragon as he has had a large experience in his line. His ability to judge men is shown by the men he selected to aid him. D. J. Gracey is the chief clerk and is a most perfect gentleman in every way and is courteous in manner and bearing. Mr. Gracey's assistants are J. A. Newberry, formerly with the Baggs house of Utica, New York, who is an excellent gentleman, and W. V. Zimmer, night clerk, who was secured from the Hotel Martin, Cincinnati. Mr. Gracey severed his connection with the Read House of Chattanooga to take his present position.
>
> "Success to the Hotel Aragon."

And successful it was for a generation. Night Clerk Zimmer soon became steward of the hotel, a position he held for many years before moving over to the Piedmont.

As steward of the Aragon in its heyday Will Zimmer helped to fill its guest list, for he put into practice the old adage that "the way to a man's heart is through his stomach." The hotel's sirloin steaks became famous; its lobster Newburg was without peer, and its oyster loaves were handed out alike, hot and juicy, to fashionable Atlantans in landaus, victorias and hansoms, as well as to the man who would walk a mile for his juicy tidbit.[25]

Many private dances were given at the Aragon, one of the first being the affair sponsored by H. H. Cabaniss in honor of Adlai E. Stevenson and party only a month after the hotel opened.

A swain of the 90's who wished to impress his sweetheart and her chaperone would take them to the dining room of the Aragon and order a dinner of which the following is a fair sample:

Cocktails, Manhattan or Martini
Hors d' Oeuvre
Fish course, with Sauterne (white wine)
Roasts, with claret (red wine)
Squabs or chicken with champagne
Dessert
Demi-tasse with liqueurs—pousse café or creme de menthe.[26]

The Aragon was noted for the number of concert stars and theatrical headliners it entertained. Among them, at different times, were Joe Jefferson, Adelina Patti, Edwin Booth, Nat Goodwin, Lew Dockstader, the celebrated teams of Ward and Vokes, the Billy Florences, and the much-advertised Anna Held. It is said that the latter, upon one occasion, took a milk bath at the Aragon.[27]

By the 1920's, the Aragon, its solid bulk still holding down the corner of Peachtree and Ellis, had begun to exude an air of shabby gentility. Newer hotels were attracting the tourist and commercial trade. The heirs of George W. Collier decided that the Aragon had served its day and generation. On February 19, 1930, the last guest checked out, and on the final day of that month, to the bang of a private auctioneer's hammer, the hotel closed its doors. Thereupon was held a private sale of all the old-fashioned fixtures and the time-worn furniture and damask. Wrecking crews soon followed and the old Aragon was no more.[28] The site, still owned by the Collier family, is now occupied by the Collier Building, one of the most valuable pieces of real property in the city.

Two of the most significant municipal improvements of 1892 were the opening of Grady Memorial Hospital and the removal of the waterworks to the Chattahoochee River.

During the last years of his life Henry W. Grady strenuously advocated the establishment of a municipal hospital, since facilities in Atlanta for taking care of those unable to pay for hospital service were meager indeed. He did not live to see this dream come true, but other hands took up the cause, and early in 1890 Councilman Joseph Hirsch introduced a resolution in Council providing for the establishment of a hospital in commemoration of Grady and his generous designs.[29]

Council agreed to appropriate $30,000 and appointed Mr. Hirsch chairman of a committee to secure the remainder of the sum necessary to build and equip the institution. The Benevolent Home property was sold for $22,000 and a popular subscription increased the fund to about $65,000. It was thought that the remaining $15,000 needed could be secured from the business men of the city. Meanwhile, by mid-September, 1890, a lot on Butler Street was bought, paid for and graded.[30]

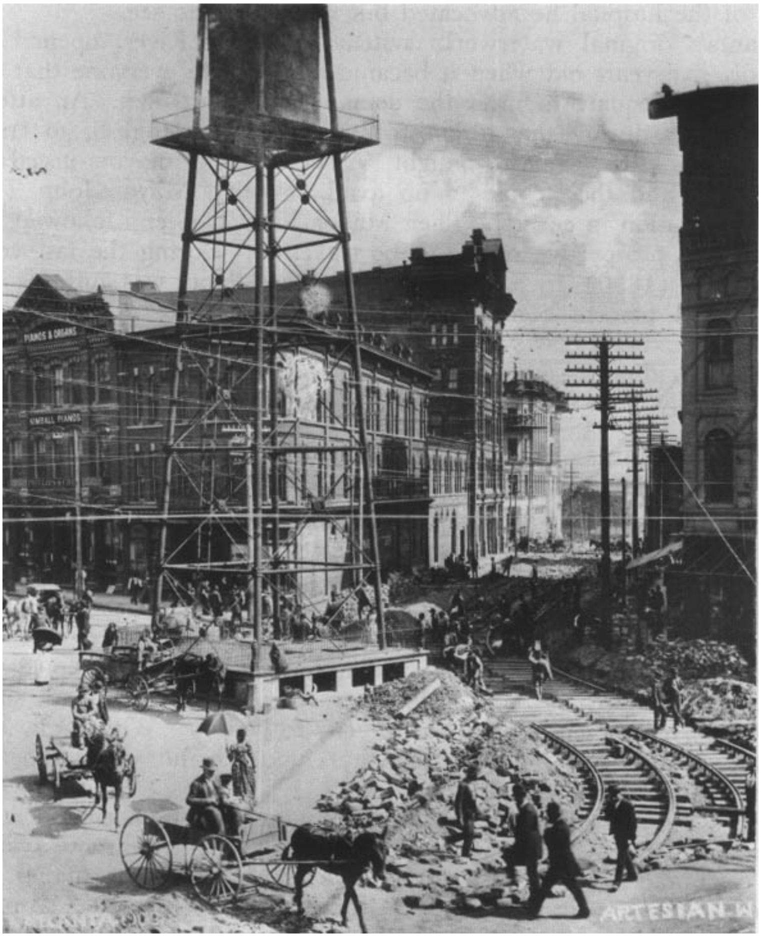
On December 23, 1890, the cornerstone of Grady Hospital was laid with impressive Masonic ceremonies. After music by the Zouave band, appropriate addresses were made by Mayor John T. Glenn and Mr. Pat Calhoun.[31]

Work progressed steadily on the new hospital throughout 1891 and early 1892.[32] Then, on May 25, 1892, the building was formally dedicated. Said the *Constitution* on May 26th:

> "The Grady Hospital was formally dedicated yesterday afternoon. Mr. Joseph Hirsch, in behalf of the building committee, tendered the hospital, in a neat address, to Mayor Hemphill, and the mayor, in a few words, turned over the keys to Captain J. W. English, chairman of the board of trustees.
>
> "It seemed that nature felt it her duty to take a part in the ceremony, or rather to lend her favor to the exercises, for the weather was just right and such as May only can produce.
>
> "The day fixed for the actual opening of the hospital, that is, the date for patients to be entered, is June 1st. The doors will be opened to the public and the Grady Hospital will begin its noble work. . . . The sun was just sinking in beautiful benediction into the west, when the exercises were finished, and the last rays of the luminary, as they gilded the turrets of the hospital, seemed to lay upon it the favor of Almighty God.
>
> "The building committee that has had the work of the hospital in charge is composed of Joseph Hirsch, chairman; S. M. Inman, J. W. English, R. J. Lowry, Jacob Elsas, W. A. Hemphill, Dr. A. W. Calhoun and Dr. H. P. Cooper.
>
> "The board of trustees that will manage the affairs of the hospital is composed of Captain J. W. English, chairman; S. M. Inman, Joseph Hirsch, R. D. Spalding, Wilmer L. Moore, W. B. Lowe and T. B. Neal.
>
> "The physicians in charge of the hospital are: Drs. A. W. Calhoun, A. G. Hobbs, Hunter P. Cooper, J. G. Armstrong, W. S. Elkin, W. P. Nicolson, C. G. Giddings, J. G. Earnest, H. Bak, J. F. Alexander, W. S. Kendrick, J. S. Todd, R. B. Ridley, V. O. Hardon and G. H. Noble.
>
> "The cost of the hospital, including the lot, which occupies about four acres,[33] is about $105,000. A debt of about $400 is yet due, and it is hoped that the citizens who have contributed will send in checks to cover the amount.
>
> "After the exercises were over yesterday the crowd was invited to inspect the building, and the opinion of everybody was that the hospital was a magnificent one."

Grady Hospital has come far since the one building and horse-drawn ambulance days of 1892. The original capacity of the hospital was 100 beds and ten rooms for pay patients. Four years later a children's ward was installed and, in 1903, a maternity ward was added. In 1910 Atlanta passed a bond issue of $100,000 for the construction of the present main, white patients' building. The pediatric clinic building was erected in 1908, and provides facilities for both white and colored children. The hospital's Colored Division occupies buildings on the site of the old Atlanta Medical College—torn down in 1906—and is the property of Emory University, as set forth in the terms of a lease made in 1921.[34]

The contagious-disease hospital, nearby, erected in 1922, treats various types of communicable diseases, with an infantile paralysis ward on the first floor, where patrons from all parts of Georgia are admitted. The Steiner Building was also erected in 1922. Funds were provided by the will of Albert Steiner who directed that the money be used to erect and equip a ward at the hospital to be known as the "Albert Steiner Ward." It is devoted primarily to research and special treatment of cancer and allied diseases. During the early 1920's Hirsch Hall, a white nurses' home, was built, financed by the city, the man for whom it was named, and the late banker, Charles E. Currier. In 1944, as part of the war-time cadet nurse training program, Feebeck Hall, a new white nurses' home, named in honor of the late Miss Annie B. Feebeck, former superintendent of nurses at Grady, was built. Two years later, as a parallel project, a colored nurses' home was completed.[35]



(Courtesy Atlanta Historical Society)

Five Points, 1892, looking east down Edgewood Avenue. Artesian well in foreground, in background the Equitable, now Trust Company of Georgia Building, is nearing completion. The new electric street railway system is developing rapidly

The Fulton-De Kalb Hospital Authority assumed the active management of all municipal hospital facilities October 1, 1945. The Authority, established after careful planning by a group of prominent citizens headed by the late Thomas K. Glenn, provided for a board of nine trustees composed of men from both counties; this group directs the funds and actual operation of Grady Hospital, Battle Hill Sanitarium and Albert Steiner Clinic.[36]

Henry Grady would be amazed and doubtless sincerely gratified at the progress of the hospital he advocated but never lived to see.

Atlanta's original waterworks system on South River, opened in 1875, was hardly five years old when it became apparent to everyone that the plant was wholly inadequate to meet the demands made upon it. An attempt was made in 1882, during the administration of Mayor English, to enlarge the system, but the effort came to naught. A succession of mayors urged the work upon council and the people to no avail. Finally, Mayor John T. Cooper began the agitation in earnest. Then Mayor John T. Glenn followed it up and caused several prospective routes to be traversed. During the last year of his administration (1890), by a vote of the people, Atlanta was authorized to issue $250,000 of 4 percent bonds, the proceeds of the sale of which were to be used in constructing a new system of waterworks.[37]

Before deciding to use the Chattahoochee River, the possibilities of using a gravity supply from Georgia's mountain rivers were explored. The mountain water presumably would have been more "salubrious" and would not have required filtration or pumping. A mountain supply, however, would have required a canal 132 miles long. Another appeal was that the water in the mountain streams was generally clear, whereas the Chattahoochee River near Atlanta was usually red with the soil of the cotton fields. A tremendous amount of popular objection to the red river water had to be overcome, and it was not until the new system was in operation that people would believe that the river water could be made drinkable.[38]

When Mayor Hemphill was inaugurated in 1891 he grappled the water problem with a firm hand, and in less than three months had made such strides that it would have been suicidal for the city to hesitate. With the water board, the water committee of council, the city engineers and water superintendent as his cabinet he went to work.[39]

First a site for a pumping station on the Chattahoochee River at the mouth of Peachtree Creek[40] was quietly selected. Then the most available line possible was traced over the earth into the city and at the highest point on that line a big reservoir, the largest in the South, was located. All of this was done quietly in order to prevent speculators from grabbing up the land. Within three months after taking his chair Mayor Hemphill had purchased from the Martin De Foor Estate on the Chattahoochee River, 122 acres, paying therefor $20,000. Almost at the same time he secured 55 acres three and a half miles from the city for the reservoir, and by the spring of 1892 was negotiating for a strip of land sixty feet wide leading from the city to the reservoir. That strip of land was soon to become Hemphill Avenue, named in honor of the mayor.[41]

Commented the *Constitution* on April 10, 1892:

". . . In December, 1891, $500,000 of waterworks bonds were authorized by a vote of the people and were issued and sold. This gave the mayor and council all the money they needed to construct the works and early this year the actual campaign began. Contracts for the reservoir, the work at the river, the railroad spur, the clear water basin and the pumping station were awarded. And now in every line the work is going on.

"But the work which now attracts the most attention and which, when completed will make one of the most beautiful spots in Georgia, is on the highest point between Atlanta and the Chattahoochee River, just beside the old Howell Mill Road. Here Contractor S. B. Mosby, of Virginia, with hundreds of men and mules, is building the big reservoir. The plot of land contains 55 acres and cost the city about $50,000. It is upon the crest of a hill and is 225 feet higher than the Chattahoochee River, and 105 feet lower than Atlanta's level. It was a pretty grove of fine, young, sturdy trees when Atlanta bought it. . . .

"About the 1st of February Mosby & Co. struck camp in the woods where they were told that the reservoir was to be built. A thick growth of trees covered the place, and the ox of the pioneer was first put into use. As soon as the forest was cleared up, the plows and shovels were put to work and have since been turning up the soil in that ravine.

"A wonderful transformation has taken place in one month's time. Standing upon the hill next to the Marietta Road, a vast expanse of freshly graded land spreads before the eye. The ravine is literally covered with men and plows, and dirt scrapers hard at work. . . . Mr. Mosby has a new grader at work. It is very much like a mowing machine. It plows up the dirt and loads up a wagon every minute. It is the first thing of the kind ever brought south and greatly facilitates the progress of the work. . . .

"Mr. Joel Mable,[42] the veteran engineer, is in charge of the work as resident engineer. Eighteen years ago he was assistant engineer of the new waterworks, and did as much as any other engineer toward the construction of the present system of waterworks used by the city. He has an office at the reservoir camps. . . .

"A fine driveway, making the entire circle of the reservoir, is being graded, at a width of fifty feet. It is designed to have a magnificent summer pavilion on the hill just overlooking the reservoir from the north and the thirty acres of land surrounding it, which is owned by the city, will be utilized as a park. . . .

"The city has begun laying down the pipes. From the reservoir the lines will be laid along the magnificent new boulevard [Hemphill Avenue] which is to be graded at once, and from the reservoir westward to the river an airline has been surveyed along which the pipes will be laid.

"Atlantans would be surprised to see how much has been accomplished in the way of new waterworks. The mammoth work of excavating for the reservoir is well under way. Three months will see this two hundred million-gallon basin completed."

Throughout the years 1892 and 1893 work progressed steadily upon the new waterworks. At the end of the latter year the Council Committee on Waterworks was able to report, in part, as follows:

". . . The work of construction on the new water plant is about complete, and since September [1893] the water supplied the city has been pumped from the Chattahoochee River. . . . It is notable that the works were built within the estimate, though there has been a second engine bought and erected at the reservoir station and a house erected over the filters that were not considered in the original estimate of cost made by the City Engineer. Your committee feel that the city is to be congratulated in having this complete and permanent water supply, and the thanks of the community are due the Board of Water Commissioners for their earnest and constant attention to the work. Too much praise cannot be awarded Mr. Robert M. Clayton, our City Engineer, and Mr. William G. Richards, our Superintendent of Waterworks, who without aid or consultation with anyone but themselves, have planned, prosecuted and completed as complete a system of waterworks for our own Atlanta, as there is in the whole country.

"The original estimate and sum apportioned for this work was $750,000. The surplus real estate purchased to secure a pipe line from the city to the reservoir station is estimated to be worth $12,000. This, of course, should be sold and deducted from the cost of the works. With this sum deducted, and the cost of a second engine at the reservoir station added, $60,000, the total cost will come to $809,069.74. . . .

"The engines at the Chattahoochee station have been tested and received; those at the reservoir station are about ready for the test which will complete the work of the Holly Manufacturing Company.

"Before closing this report, we desire to mention the only feature that seems to be a failure in the Water Department, and that is the failure of the employees in the office to please the consumers. Upon investigation we find that this state of affairs is general throughout the country, and is the condition everywhere that water bills are paid. There is no remedy, and your committee is satisfied that the employees, including the Superintendent and Secretary, will never please the general public, but *will continue to try.* Personally, we have found that the employees are usually polite and obliging, and cheerfully do the unpleasant duties required in their various situations."

W. W. Boyd, Chairman;
P. H. Harralson,
H. C. Stockdell.[43]

Since the completion of the River and Hemphill plants, the system has been enlarged and improved throughout the years so as to accommodate the ever increasing population of Atlanta. Indeed, Atlantans now use about five times as much water per person as they did sixty years ago.

When the Hemphill plant was built to treat the Chattahoochee River water, the filters from the old South River station were moved to the new plant. Additional units were installed from time to time as needed. The modern square concrete filters were first used in New Jersey in 1902. Atlanta adopted them in 1932, but kept the old tank filters in reserve. During World War II the old tanks were reconditioned, put back into service, and rendered valiant service during the days when water was a critical factor in Atlanta's participation in the war effort. Chlorination of Atlanta's water supply was begun in 1917.[44]

During the early 90's the Atlanta Fire Department began a program of decentralization, particularly with reference to the location of fire stations. Indeed, with the rapid expansion of the city into the suburbs during this period it became impractical to attempt to answer all calls from the center of the city. The old headquarters buildings of the former volunteer department were being sold. As noted in the preceding chapter, the ancient building of Volunteer Company No. 1 was disposed of in 1891, and a new headquarters building was begun on West Alabama Street.

On April 12, 1892, the old hook and ladder building, erected in 1871, on the east side of Broad Street between the railroad bridge and Alabama Street, was sold at auction by George W. Adair to Anton L. Kontz for $22,650.[45]

At this time the department had a chief engineer and insurance inspector, eight foremen, three engineers, seventy men, three steamers, five two-horse hose wagons, one two-horse reel, two hook and ladder trucks in service and one in reserve, twenty-five horses, 13,500 feet of hose, one double tank, a two-horse chemical engine, and a fire alarm system costing $68,000 a year to maintain.[46]

Between 1891 and 1900, in addition to the headquarters building on Alabama Street, fire stations were built and put into operation at Carnegie Way (then Church Street) and Spring Street (still in use); Marietta and Latimer streets (still in use); 44 Peters Street (since replaced by a modern building on same site); Boulevard and Auburn Avenue (still in use); Murphy Avenue and Benjamin Street (no longer in use); and 85-87 North Pryor Street (still in use). The ante-bellum fire station location at Washington Street and the Georgia Railroad continued in use until the erection of the Washington Street viaduct, when it was replaced in 1906 by a building, since torn down, at the southwest corner of Washington and Hunter.

The Atlanta of 1892, as now, had its noted street corners, though in the former year only two of them were as far north as Marietta Street. The famous corners of the gay nineties were described by Robert L. Adamson in the *Constitution* for November 20, 1892:

"Through all her changes, from a country hamlet into a metropolitan city, Atlanta has retained one of the characteristics of a country village. That characteristic is her noted street corners where men about town loaf and talk about current topics, and tell stories and pose. These street corners have become such favorite hanging-out places that they have grown into institutions and it will take a great deal more advancement to take from them their fame and fascination. . . .

"There's 'Jacobs' corner'—as it is known—at the corner of Peachtree and Marietta streets [present First National Bank corner]. It is perhaps the most noted corner in the city and is, of all others, the most popular. Years ago it was known as 'Norcross' corner.' Then Atlanta was a village and a grocery stood there. Atlantans used to loaf about the place and gossip with each other, and it was then that it won its fame. . . .

"Many changes have been made around that corner since then, but it still retains its popularity of bygone years. Any afternoon you chose you can find a crowd of men on that corner with their thumbs in the armholes of their vests, smoking, talking and taking life easy.

"There's Tyner's [drug store] corner just above [southwest corner Marietta and Broad], a mighty popular corner, and the corner of Broad and Alabama, where people stop and talk, and appear as if they are undecided which way to go.

"Just below is the Capital City Bank corner [southwest corner Whitehall and Alabama]—you always find a crowd there. A block below there is the corner of Alabama and Pryor streets. That's a famous place for crowds. Scores of people are always standing about this corner waiting for the dummies.

"The courthouse corner is a favorite place for people to stop for a word with each other. And you always see a knot of men standing on the corner of Wall and Pryor streets in front of the East Tennessee ticket office.

"These are the most noted of Atlanta's street corners, but there are others that are the scenes of many gossiping conventions.

"These corners are all distinguished by the character of the people who gather and gossip on them. That's one of the interesting things about them.

"Jacobs' corner is the most cosmopolitan of Atlanta's corners. Every class of people gathers there. The prosperous lawyer, bank clerk, dry goods clerk, stenographer, laboring man, society man—this is everybody's corner. It does not belong to Charley Hill,[47] as some people may suppose from having seen him there. It's not his nor does it belong to Frank Myers.[48]

"Charley Hill had rather stand on this corner and tell stories than to be in Europe collecting curios. Go to his office and if he is not in, and if he is not at home or in court you will be told: 'I expect you'll find Mr. Hill at Jacobs' corner,' and there more than likely you will find him. This corner is never deserted. Every day in the week the crowd is there. Saturday night it increases. Sunday it is crowded.

"It's a great place on Sunday for the dudes in their new clothes. People who pass there going to church of Sunday mornings never fail to see a dozen or two young fellows in natty new suits, resplendent with gaudy ties and fragrant bouquets, leaning on their canes. . . .

"Lots of other people wait here for cars with a resignation that is truly remarkable. If this is the corner of the patient man, it is the corner of the sour man, too. It sours a man's nature to live on a street car line long. He loses his cheerfulness and gayety, and goes about among his fellow men with a frown upon his face. Disappointment caused it—waiting for a car and then being disappointed by its not coming. . . .

"That Kimball House corner—the corner of Pryor and Wall streets[49]—is a wonderfully popular place. In front of the East Tennessee ticket office you always see some people standing. Half the time the people you see there are strangers in the city. The other half are either railroad men, newspaper men or bootblacks. Theatrical advance men stop on this corner sometimes, and country editors, too. . . .

"Quite a different class of people congregate on the corner of Whitehall and Alabama streets. It's a favorite place of the politicians and you always see a policeman standing there watching for something to turn up. It's also a corner much frequented by capitalists and bank presidents. Politicians, bank presidents, capitalists and policemen—that's the choice collection you find on this noted corner. They stick to this corner rain or shine. I've seen people hanging on to the slick pavement there while the rain fell in torrents.

"It's Judge Jim Anderson's[50] chosen resort. He delights to stop his smiling face there and chat with friends. He's partial to this corner and is rarely ever found at any other. He's jealous of its reputation and he tries to stop as many people there as he can, and his big warm handclasp and sunny smile are quite effective in inducing passersby to stop.

"A totally different class of people loiter at the corner of Pryor and Alabama streets. It's the stopping place for people who ride on the cars. Suburban residents ornament this corner from sunrise until 11 o'clock at night waiting for the dummy. Ladies with armsful of bundles and packages of every kind, ladies with children contentedly eating apples and candy, ladies with nothing and young ladies with smiles haunt this corner day by day. It's the corner of the patient man. A man learns patience if he lives a bit out of town and depends on the street car for transportation. This is the corner where you may unfailingly find Mayoralty Candidate J. G. Woodward every night about 11 o'clock, with his hands deep down in his pockets waiting for his car. Councilman Arnold Broyles stops daily on this corner to catch a car home. He's shook many a hand and made many a vote right on that corner while waiting for a car. . . .

"These corners and others are great institutions, and after Atlanta gets to be as large as New York people will still stand on them and talk."

Atlanta had its disreputable sections too, the worst of which was probably "Elbow Bend." Said the *Constitution,* relative to this delectable locality, on June 24, 1892:

"The days of the famous, or rather infamous, Elbow Bend are numbered.

"It has fallen under the ban of the police and the low resort is to be destroyed and its inhabitants scattered.

"Last night fifteen of the female residents of this vicinity occupied cells in the police station and filled the air and the entire prison building with their wild, defiant and discordant music.

"Today probably as many more of the 'Elbow Benders' will be pulled and visited with the punishment the law provides for their class.

"Arrests will continue to be made until every inmate of the houses of this disreputable locality is arrested, and their filthy joints broken up.

"Compared to Elbow Bend, Hobo Hollow is a small paradise. The resort of the lowest criminals, the place has long been notorious and has for years been regarded as the most disreputable locality in the city. It is located near the corner of Haynes and Markham streets,[51] where rows of cottages are inhabited by negro women of the lowest and vilest class.

"Whiskey drinking, fighting, shooting and disturbances of a serious nature are nightly occurrences and it is almost impossible to bring the guilty parties to justice. When the officers appear on the scene the creators of the trouble dart into back alleys and are lost in the darkness and shadows. Then it is dangerous for an officer to go alone in this community. More than once policemen have been attacked there.

"For a long time the disorder and law breaking in this community have been a source of complaints from the citizens of the locality, and from people who own property near it.

"The police have done all in their power to remedy the evil and keep the place in check. Now, they have determined to brush the disreputable spot from Atlanta's map altogether and break up the disorderly houses there.

"Yesterday afternoon the officers made a raid on the place and nine women were arrested. They were all mulatto girls, flashily dressed in gay colors. The women were carried into the station house and took seats while cases were being made against them. Four or five officers lounged about waiting to lock the women up.

"Suddenly nine figures darted out the doorway and before the officers could realize what had happened the women had gained the street. The policemen made quick pursuit and several citizens joined in the chase. The women ran off in every direction and made a splendid race, some running several blocks before being caught.

"About 5 o'clock yesterday afternoon another raid of the houses in the 'Bend' was made and six more women were arrested. Other raids will follow and arrests will continue to be made until every inhabitant of the disreputable neighborhood is made to forswear their evil ways.

"The people are rejoicing at the work of the officers."

The custom of suburban living was at this time taking root in all the cities of the South, and Atlanta was no exception. Indeed, when the business man of the period accumulated dollars enough a tendency seized upon him to build an attractive home in a fashionable suburb, where he could have plenty of room and fresh air. This tendency did not alone apply to the man of large means, for the popular fad extended also to the man whose only resource was his monthly salary. The harmonious blending of these elements had fringed the environs of Atlanta with a pleasing picture of happy homes, their green lawns, climbing vines and majestic trees greeting the eye in every direction. A notable evidence of the desirability of suburban property in 1892, was the popular demand for property lying east and southeast of Atlanta. Relative to this demand, and with particular reference to Ormewood Park, the *Constitution* said, on May 5, 1892:

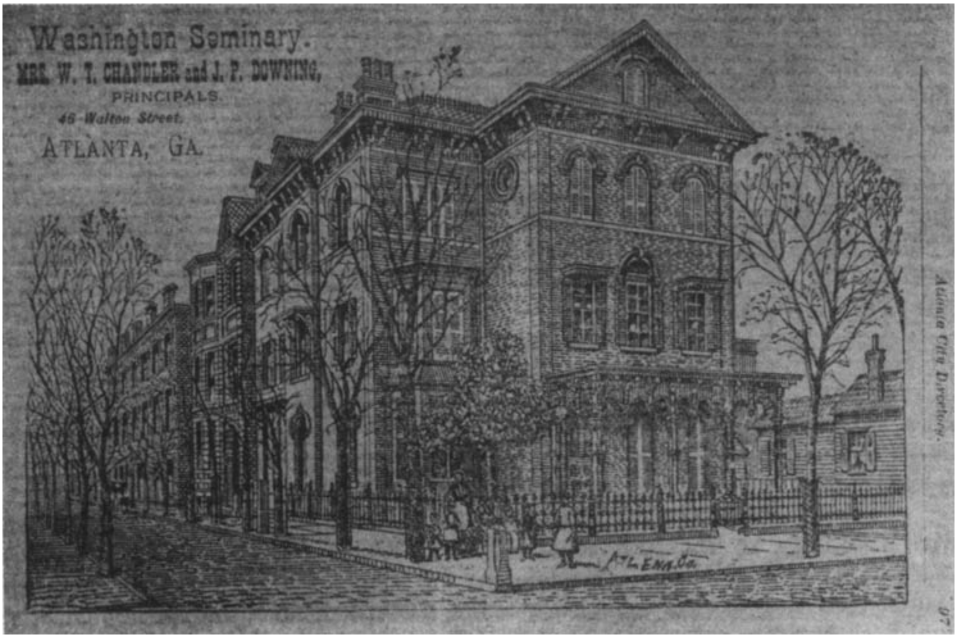
"Just this side of the Soldiers' Home, one-fourth of a mile from the city limits, is a very choice reservation, now attracting home builders, known as 'Ormewood Park.' It is a plot of 100 acres, which has been subdivided in large, well-plotted lots by Messrs. Samuel W. Goode and Company, and put on the market for sale. Handsome streets and broad avenues have been graded in Ormewood Park; in fact a grand avenue, sixty feet wide, extends from Grant Park through the entire property [Confederate Avenue], and the property is otherwise accessible by every drive that leads to Grant Park, which charming resort is a near neighbor. The Metropolitan dummy line, which runs cars every forty minutes from the city in this direction, passes squarely through Ormewood Park, and affords residents . . . quick communication with the city. . . .

"Ormewood Park is a reservation that offers rare inducements to men of small means who wish to buy a site on which to build a home. . . ."

During the summer of 1892 a bid for progress was made in another direction, North Fulton County. On August 26th, S. W. Power, son of old James Power, founder of Power's Ferry across the Chattahoochee, made a trip to Atlanta to petition the county commissioners for a bridge across the river on the old ferry site. Said Mr. Power to a *Constitution* reporter:

"There is no bridge over the Chattahoochee River between Iceville [Bolton] and Roswell, a distance of about 16 miles. The building of this bridge [at Power's Ferry] would be of great service to Atlanta, and would be of special convenience to the heavy traffic constantly plying between Atlanta and a large section of Cobb County which now reaches the city by way of Power's Ferry. This ferry is older than the county [Fulton] itself, and was run by my father many years ago. I am now in charge of it, and have been for years, but there is so much traffic that we find it very inconvenient to handle it by the ferry. Not only that, the river is filling up there and we find it difficult to ferry across it. There is a large section of Cobb County which in doing business with Atlanta finds it necessary to come as far south as Iceville, or to go as far north as Roswell to cross the river. The building of a bridge at the ferry would bring a great deal of trade to Atlanta that does not now come there, many people preferring to go to Marietta rather than be subjected to the delay of ferrying. Not only that, but Fulton County should give us a bridge in our section. There is no bridge across the river in the northern end of the county and we ought to have one. We have made application to the county commissioners and earnestly hope that they will give us the bridge. It will help Atlanta."[52]

It was not until after the turn of the century that Mr. Power's plea was acted upon. Pace's Ferry was spanned in 1903 by a bridge erected by the Cotton States Bridge Company, of Atlanta; Power's Ferry by a bridge erected by Austin Brothers, of Atlanta, about the same time, and Johnson's Ferry in 1906, by a structure erected by the Roanoke Bridge Company of Roanoke, Virginia. All three of these old ferry bridges, with plank floors and iron superstructure, still stand.[53]


Washington Seminary.
MRS. W. T. CHANDLER and J. P. DOWNING,
PRINCIPALS.
46 Walton Street.
ATLANTA, GA.
Atlanta City Directory.

(*Courtesy Atlanta Historical Society*)

Washington Seminary as advertised in the Atlanta City Directory of 1892. Walton Street, west of Forsyth was, at the time, primarily a first-class residential thoroughfare. The Seminary was at southwest corner of Walton and Fairlie Streets

"Greatest battle known to college athletics in the South." So read the headlines of local papers when the first intercollegiate football game in Georgia was played in Atlanta on February 20, 1892. The contestants were the University of Georgia and Auburn, and the initial match occurred in the oval at Piedmont Park. Great excitement was aroused by the event. The newspapers carried advertisements for days before, and the city in general boosted the beginning of a new sport.[54] One advertisement read as follows:

"Football match between the University of Georgia and Auburn Mechanical and Military College at Piedmont Park, February 20th, at 3:30. Weather will make no difference. The game will come off rain or shine, and the spectators will find the grandstand thoroughly comfortable. Great interest is felt in this intercollegiate game and our people should encourage it by their presence."[55]

And support it they did. The day for the match dawned dark and rainy. Nevertheless, a few hours later several hundred people gathered at the Union

Station to greet the players, and college spirit began its upward trend when, at 11:30, the special train bearing the university team, with many supporters, including students, mothers and sweethearts, pulled in. The Auburn team arrived at noon. The teams and supporters headquartered at the Kimball House, where the lobby was turned over to the college boys. So many and such enthusiastic yells were given that the other guests in the hotel, being unfamiliar with college gatherings, rushed into the corridors to see what the commotion was about.[56]

An hour before the first football whistle sounded in Atlanta, a long line of gaily decorated and fashionable carriages began rolling toward Piedmont Park, and many girls were seen wearing ribbons on their bonnets to match those on their sweethearts' sleeves. The teams and most of the out-of-town visitors went to the park via the Richmond & Danville Railroad.

While no bands accompanied the teams to play their respective Alma Maters and entertain the spectators, the initial game was not without its fun and spirit. Promptly at 3 o'clock the yell went up from the Auburn supporters, "Shoot the Billy Goat." Across the field Colonel Robert C. Gannt, of Athens, was leading the Georgia mascot, a billy goat, clad in a coat of black with a red U.G. on both sides.[57]

A moment later, Dabble, a faithful campus Negro, appeared on the field to mascot Auburn to a victory. Dabble wore orange trousers, a spike coat of blue and a white sash. He proudly clog-danced before the grandstand, winning loud and long applause. As the applause subsided, the Auburn seniors dashed down the race track in a shining tally-ho gaily decorated in college colors. Great applause went up from the Georgia stand.[58]

At three-thirty the game began with Will Lowe, of Atlanta, as umpire and Mr. Ackerman, of Cartersville, as referee. The teams wore unpadded canvas uniforms. Padding was to come later as the result of painful experience. Both teams wore Rugby caps in college colors, discarded early in the game. Nose guards were worn, though helmets were yet to be introduced. The rules of the game were vastly different from those in vogue today. The contest was divided into two parts, called the first and second innings. Touchdowns scored four points and goals two.[59]

Football was a rougher game then than now. The two most frequently used plays were the "flying V" or wedge formation and the "tug and pull." In the former, the offensive team lined up in a wedge or V shape, the man at the apex of the wedge holding the ball. The defensive team formed a straight line. The center holding the ball could pass to any other man in his wedge, and the one chosen as ball carrier was then thrust into the center of the wedge and protected on three sides while the formation charged the straight line in front of them. The wedge might move in any direction, and any man on the team could become the apex at a moment's notice.[60]

The "tug and pull" was tough on the ball carrier. When he was tackled, the opposing team had the privilege of tugging him with the ball as far away from their own goal as possible, while the tackled man and his team tried to pull him forward. A player was not down until he himself called "down," and frequently six or eight opposing players would pile on to keep him down, for he had the privilege of crawling out if he could and continuing his run to the goal. When a runner found that he had no chance of shaking off his opposers, he called "down."[61]

When Atlanta's first football game was over Auburn had won, 10 to 0, although a reporter comforted the Georgians by saying "the Athens team is as good as can be found in the Southern States in many respects. They are football players of rare order." Among the footnotes observed by the same reporter were:

"The gate receipts were $800.

"It is gratifying that not even a sprained finger had to be tied up.

"Good behavior on all sides was a marked characteristic. The Auburn boys entered an iron-clad pledge before leaving home not to take a drop on the trip. The Athens men did likewise."[62]

J. P. Stevens & Company offered a silver cup to the winning team in order to arouse interest in football, and this cup was presented to the Auburn team with fitting ceremony immediately after the game.[63]

The Georgia eleven on this occasion was composed of J. R. Lane, F. J. Herty, Grambling, H. C. Brown, Kimball, Fricks, A. O. Halsey, Evan P. Howell, E. W. Frey, G. Shackelford and R. B. Nally. The late Dr. Rufus T. Dorsey, of Atlanta, then a freshman at Auburn, was left halfback on its team. To him goes the distinction of having made the first touchdown ever scored in the State of Georgia, and also, a few weeks later, the first ever made in Alabama.[64]

Atlanta's and the nation's favorite fall sport has come far since February 20, 1892.

As Atlantans of the present take pride in fine automobiles, so did those of the 1890's take pride in fine horses. Indeed, this prime source of motive power of sixty years ago called for special review by the *Constitution* on December 18, 1892:

"Atlanta has over $1,000,000 invested in horses. And some of the animals are the best, handsomest and swiftest in the south.

"An inspection of the tax assessor's books in the city hall will reveal that Atlanta has more than one horse whose value is placed at more than a thousand, while two or three are returned at more than twice that sum.

"No city in the South can boast of more stylish teams or handsome turnouts than Atlanta. Every visitor to the city has noticed this, and away from home Atlanta is thought to have more good teams than she really owns. Every afternoon the streets are thronged with equipages which are pretty and attractive as any that can be found anywhere in the south.

"Atlantans who are able to enjoy the luxury of a horse and buggy believe in buying the best that can be had. No one seems to stand back on a few dollars when it comes to the selection and purchase of a horse.

"The city itself owns some of the finest horses in the state. The fire department has between 25 and 30, and in the entire lot there is not a sorry animal. They are picked for their worth, and then the price was asked after the animal had been selected. Two of them are said to be the finest horses in the south. In the lot are perfectly matched teams, one of which is valued at $1500. The average price of these horses is from $300 to $350. In the police department are 20 head of the best cavalry horses in the south and they are worth from $180 to $225 each.

" 'Annie House' is about the swiftest mare in the state and her owner, Mr. H. Madden, thinks that she will yet be heard of all over the country.

Throughout the present season she has not lost a race and she has been pitted against some of the finest and fleetest movers. . . . She is a beautiful bay and is sixteen hands high. She is three years old and is magnificently proportioned. Mr. Madden has refused $300 for her. . . .

"Billy [William O.] Jones, the well-known liveryman, in all probability owns the finest and most valuable coach team in the city. The horses are jet black and are perfectly matched. Sixteen hands is the notch while they weigh about 1350 pounds. They are six years old and can swing the coach with ease in four minutes. Mr. Jones values them at $1200.

"A pretty pair of Cleveland bays draw Mrs. Judge [John S.] Bigby around the city. They are light and move with ease, attracting the attention of all who love a pretty horse. They are gentle but spirited and are valued at $1500.

"One of the most attractive teams in the city is the one owned by Mr. [W. P.] Pattillo. Two large stylish, dapple grays with heavy manes and tails, good, easy, swinging movement they attract the observation of all as they move along the streets.

"One of the greatest delights in the world to those who are inclined to horses is a good saddler. One of the finest in the city is a blood bay mare with black points and fifteen hands high. She belongs to Mr. Harvey P. Wilson and is thoroughly gaited and very fast. She is as graceful and as easy as one could desire and is a great favorite with all the stable men in Atlanta. Mr. Wilson values her at $500.

"In all probability Mr. Tom Pollard owns quite a stable and in it is some of the best blood in the country. He owns and occasionally drives the finest stallion in the state. He has two or three fillies by 'Vatican,' who is the sire of the phenomenal 'Belle Vara.' Some of these are very promising and Mr. Pollard is extremely proud of them.

"Mr. Monroe Bickert has two good plugs to which he is very much attached. One of them is a beauty and has the kindest disposition imaginable. He is a pretty brown and will follow his owner all around.

"Mr. Joseph Thompson owns a beautiful pair of dapple grays. The team is perfectly matched and is much admired in Atlanta. They are both easy, graceful movers and are as gentle as kittens. Drawing a light vehicle they move over the ground at a good pace. Mr. Thompson is very fond of them and is careful that they receive the very best attention.

"Mr. Leonard James may be seen almost any afternoon driving a pair of well-matched browns that move well together.

"Captain Bob Dohme owns a pair of large browns which attract attention wherever they go. The Captain has refused $1600 for the pair.

"One of the most stylish horses in the city belongs to Mr. Harry Cassin. 'Lady de Jarnette' is a high, long gray mare with a fine carriage. She has been in Atlanta for two or three years and has belonged to several parties. She never fails to catch the eye of all as she moves by. Though to all appearances a wild, scary runaway, she is as gentle and kind as can be.

"Mr. John Ryan owns the fastest horse in the city. 'Pretty Bell' is a beautiful bay mare with black points and is a thoroughbred. In harness the mare has made a clean record of 2:18 and it is said that she could have been pushed beyond that. 'Pretty Bell' is now off the track and Mr. Ryan has a mate for her, the pair making the fastest time in the South. They are both graceful easy movers and to them Mr. Ryan is very much attached. On the streets the team shows its worth to those who simply glance at them casually.

"One of the noblest teams in the city is the one belonging to Captain Edmund Tyler, of the Atlanta and West Point road. They are pretty well kept mates and as they move along the street everyone admires them. They have both been nicked and were the first nicked horses seen in Atlanta. Captain Tyler is very fond of them and no two horses in the city are better cared for than those two.

" 'Dolly' and 'Dimple,' that pair of matched sorrels owned by Mr. Clarence Knowles are much admired. They are perfectly matched and are as gentle as lambs. They are great favorites with both Mr. and Mrs. Knowles. The team was brought from Kentucky and cost Mr. Knowles $2000. They are full sisters.

"Mrs. A. B. Steele has a team of matched bay geldings, valued at $1000.

"Mrs. Dr. A. W. Calhoun drives a pair of beautiful bay horses to a landau.

"Mrs. W. D. Grant has a pair of fine bays, which show off well before a Victoria.

"Mrs. William Venable has a pair of beautiful bays, which she drives before her pretty phaeton.

"Mac Marsh has a good team of bay geldings.

"Mr. Ben J. Eiseman owns a fine saddle horse.

"Mr. J. L. McLendon has a highbred stallion, fast trotter, valued at $2000.

"Mr. Hugh McKee has a carriage team, bay and black mares, very fine travelers, worth $1200.

"Mr. Harry Hill drives a fine team of geldings.

"Mr. E. C. Atkins has one of the best saddle horses in the city—an iron gray—about fifteen hands high, travels all gaits.

"Mr. John J. Woodside has a stylish blaze-face bay saddle horse.

"Mr. Ed Peters drives a team of beautiful, well matched grays, valued at $1200.

"Mr. E. R. Du Bose has a carriage team of bays, worth $1500.

"Mr. J. C. Freeman has a team of bay mares, very speedy and stylish.

"Captain W. S. Everett is often seen driving a pair of handsome, quick moving bays.

"Captain J. F. Burke drives a team of beautiful black geldings, free travelers.

"Mr. Albert Steiner has a team of fine roan geldings, valued at $1200.

"Mr. J. E. Carlton drives a fine bay trotting mare.

"Mr. A. G. Rhodes possesses a team of fine bay geldings."

These horses and their owners, so deeply etched upon the local scene of the 90's, have, with the passing of the years, joined the endless caravan into the great beyond.

A number of old and well-known Atlanta-area citizens died during 1892. Among them were Mrs. Mary Ann Dougherty, owner of the present Peachtree Arcade site, widow of Daniel Dougherty, proprietor of Atlanta's first bakery; Thomas F. Scully, a proprietor of the noted Sugar Creek Paper Mills in De Kalb County; William W. Veal, a pioneer citizen of Stone Mountain; Captain Robert A. Anderson, well-known railroad man and former general superintendent of the Western & Atlantic; Professor William Henry Peck, author and poet, a native of Augusta, Georgia, who, during a fourteen-year period following the War Between the States, published 74 "best sellers," among them "Renegade," "Confederate Flag of the Ocean," "The Conspirators of

New Orleans," "The Stone Cutter of Lisbon," "The King's Messenger," "The Queen's Secret," "The Miller of Marseilles," and "The Flower Girl of London"; Dr. Jesse W. Rankin, native Floridian, Confederate veteran, and co-founder of the Lamar & Rankin Drug Company and the Swift Specific Company; Moses C. Blanchard, native of Whitingham, Vermont, school teacher, lawyer, insurance man, a resident of Atlanta since 1860, and a prime mover in the establishment of the local public school sytem; James J. Winn, an old citizen of De Kalb, and a son-in-law of the pioneer, Lochlin Johnson; Major Turner Goldsmith, a native of Greenville, South Carolina, and founder of a well-known Atlanta family; Thomas N. Paden, a son of pioneer citizen James Paden, whose plantation once encompassed the present site of Emory University and part of Druid Hills; Harris Goodwin, of a noted Cross Keys District family; Fred Krog, son of one of the first settlers of Atlanta and one of the best-known engineers ever to pilot a locomotive into and out of the city; Professor John Isham, a colorful New England-born local educator, first principal of the old Crew Street school; Dr. J. Stainback Wilson, Confederate surgeon, physician, author and one time editor of *Godey's Ladies' Book;* Cornelius P. Cassin, originally of Charleston, South Carolina, large property owner and former city councilman; Judge John Collier, a son of the pioneer Meredith and younger brother of the noted Wash Collier, ante- and post-bellum lawyer and a sterling citizen; James Ormond, native of Scotland, a resident of Atlanta since 1858, veteran of the Seminole War, hardware merchant and paper manufacturer; Henry W. Hilliard, orator, preacher, diplomat and statesman, minister to Brazil under President Hayes from 1877 to 1881; Judge John D. Cunningham, noted lawyer and an early resident of West End, and J. W. F. "Uncle Fletcher" Tilly, member of a pioneer North De Kalb County family.[65]

NOTES—CHAPTER 70

[1] *City Directory,* 1892.
[2] *Ibid.*
[3] Cooper, *Fulton County,* 635.
[4] *Ibid.; Ga. Laws,* 1892, p. 233.
[5] Saye, *Constitutional History of Georgia,* 329.
[6] Cooper, *Story of Georgia,* III, 337; Northen, ed., *Men of Mark in Georgia,* IV, 3.
[7] "The City Builder," Jan. 1927, p. 18.
[8] *Atlanta Constitution,* Apr. 25, 1892.
[9] *Ibid.,* Nov. 25, 1892.
[10] Wright, "Georgia Power Company," *loc. cit.,* 205; *City Directory,* 1893.
[11] *Atlanta Constitution,* June 11, 1892.
[12] *Ibid.*
[13] *Ibid*
[14] *Ibid.*
[15] *Ibid.*
[16] *Ibid.,* Feb. 4, 1892.
[17] *Ibid.*
[18] *Ibid.,* Mar. 24, 1892.
[19] *Ibid.,* Dec. 22, 1892.
[20] Then called the Gentlemen's Driving Club.
[21] *Atlanta Constitution,* Dec. 22, 1892.
[22] *Ibid.*
[23] *Ibid.*
[24] *Ibid.,* Dec. 23, 1892.
[25] Jessie Folsom Stockbridge, "Anna Held's Milk Bath Here" (at Aragon), *Atlanta Journal Magazine,* March 2, 1930.
[26] *Ibid.*
[27] *Ibid.*
[28] *Ibid.*

[29] *Atlanta Constitution,* Sept. 19, 1890.

[30] *Ibid.*

[31] *Ibid.,* Dec. 24, 1890.

[32] The original brick building, still standing (1952) and in use.

[33] Purchased from L. P. Grant in 1890 for $12,500. Col. Grant donated $1,000 toward its purchase.

[34] Miller, ed., *Atlanta,* 186.

[35] *Ibid.*

[36] *Ibid.,* 186-187.

[37] *Atlanta Constitution,* Apr. 10, 1892.

[38] M. T. Thomson, "The Historic Role of the Rivers of Georgia, XIII, The Water Tap." Mimeographed publication authorized by the Director, U. S. Geological Survey, 1951.

[39] *Atlanta Constitution,* Apr. 10, 1892.

[40] The site of the ancient locality known as The Standing Peachtree.

[41] *Atlanta Constitution,* Apr. 8, 10, 14, 1892.

[42] A son of pioneer citizen Robert Mable, of Cobb County, for whom the community of Mableton is named.

[43] *Annual Reports, City of Atlanta, 1893,* pp. 589-591.

[44] Thomson, "The Historic Role of the Rivers of Georgia, XIII, The Water Tap," *loc. cit.*

[45] *Atlanta Constitution,* April 13, 1892.

[46] *City Directory,* 1892, p. 1314.

[47] Charles D. Hill, lawyer and solicitor-general. A son of the late Senator Benjamin H. Hill.

[48] Deputy clerk, Fulton Superior Court.

[49] Then, and for many years thereafter, at railroad track level.

[50] James A. Anderson, assistant city attorney and president American Mutual Loan and Investment Co.

[51] A short distance southwest of the present Terminal Station and near the site of the antebellum hotspot known as "Snake Nation."

[52] *Atlanta Constitution,* Aug. 27, 1892.

[53] Information obtained by the present writer on Dec. 26, 1952 from builder's plates affixed to the three bridges.

[54] Victoria Cohen Clark, "First Football Game," *Atlanta Journal Magazine,* Dec. 18, 1927.

[55] *Ibid.*

[56] *Ibid.*

[57] *Ibid.*

[58] *Ibid.*

[59] *Ibid.*

[60] *Ibid.*

[61] *Ibid.*

[62] Ole Timer, "When Georgia's Bulldog Was a Goat," *Atlanta Journal Magazine,* Sept. 1, 1946.

[63] Clark, "First Football Game," *loc. cit.*

[64] *Ibid.;* Ole Timer, "When Georgia's Bulldog Was a Goat." *loc. cit.*

[65] "Garrett's Necrology."

CHAPTER 71

1893

EIGHTEEN NINETY-THREE, with its financial stress and "Black Week," was destined to be a rugged year in Atlanta. The weather itself, at the beginning of the year seemed to herald the grim events ahead. Recorded S. P. Richards in his diary on January 15th:

"Cold, colder, coldest! Mercury 12° some claim 10° and 6°!"

Again on the 18th:

"Severe weather; snow fell all day and again next morning to the depth of 8 inches on a level. Many temporized sleighs are cutting about and the ponds and lakes are frozen over and afford skating, a very rare thing here."

John B. Goodwin, attorney and chief executive of the city during 1883 and 1884 was returned to the mayor's chair on December 6, 1892, to serve during 1893 and 1894.[1] Alderman A. J. Shropshire served as mayor *pro tem* during 1893. New members of council for the year, elected at the same time as Mayor Goodwin, were Aldermen Arnold Broyles, lawyer, and Philip H. Harralson, wholesale tobacconist. Councilmen:

First Ward, Joseph Hirsch, banker and clothier.
Second Ward, Harry C. Stockdell, insurance man.
Third Ward, David A. Beatie, livestock dealer.
Fourth Ward, W. R. Dimmock, wholesale grocer.
Fifth Ward, Zach Martin, conductor, A. & W. P. R. R.
Sixth Ward, Edward C. Peters, land owner and banker.[2]

Ministerial officers for the year were A. P. Woodward, clerk; J. W. Loyd, marshal; J. H. Goldsmith, comptroller; Andrew E. Calhoun, recorder; J. A. Anderson, city attorney; Fulton Colville, assistant city attorney; Charles K. Maddox, tax collector; C. D. Meador, T. J. Malone and C. J. Keith, tax assessors; W. T. Wall, treasurer; R. M. Clayton, engineer, Z. B. Moon, messenger; Charles D'Alvigny, sexton, and J. K. Hunter, warden.

A. B. Connolly, chief of police; W. R. Joyner, chief, fire department; J. F. Alexander, president board of health; George Hillyer, president water commissioners; Joseph Hirsch, chairman board of trustees, Grady Hospital, and D. A. Beatie, president board of education.[3]

The Fulton County election of December 6, 1892, produced only three official changes in the courthouse. James J. Barnes succeeded J. W. Morrow as sheriff, and J. M. Paden succeeded Benjamin J. Davis as coroner. Joseph Thompson became a county commissioner in lieu of Dr. H. L. Wilson.[4] All De Kalb County officials elected in 1891 were continued in office for the two year term beginning January 6, 1893.[5]

The period in Atlanta's history from January 24th to February 25, 1893, known somewhat inaccurately as "Black Week," set a record for sensations never before or since equalled. There seems to have been no particular reason why the grim series of suicides and murders, seasoned with a bank failure, should have occurred at this particular time, but history has always been inconsistent in the spacing of tragic events.

"Black Week" in Atlanta started about 6 P.M., January 24th in room No. 29 of the Metropolitan Hotel at Pryor and Alabama streets. Here 24-year old Umberto Piantini, a married Italian wood carver, and resident of Atlanta for six years carried out a suicide pact with his paramour, Miss Selita Muegge. Piantini put a bullet in Miss Muegge's head and then turned the gun upon himself. He died on the 28th, but ironically enough, and miraculously too, the young woman recovered.[6]

Excitement over this case had hardly subsided before a young Bostonian of 20, Aaron Raphael committed suicide, also by gunfire, in room 416 of the Kimball House. "Tired of life," he wrote, and expired two days later on February 19th.[7]

Three days later Atlantans were greeted with a startling announcement by L. J. Hill, A. W. Hill and E. S. McCandless, president, vice-president and cashier respectively, of the Gate City National Bank:

> "It gives us great pain to announce to the public that our assistant cashier, Mr. Lewis Redwine, has defaulted, but we are glad to say that his shortage will not impair our capital, and in view of the fact that there may be conflicting and exaggerated rumors circulated, we have invited the banks composing the Clearing House Association to thoroughly investigate the condition of our bank and ask our friends and the public to await their report, which will appear in the afternoon papers."[8]

The investigation went feverishly on during the day and night of the 22nd. Results were discouraging. Next morning the grim news was published:

> "THE DOORS CLOSED.
>
> The Gate City National Bank Will Do Business No Longer.
>
> ---
>
> The Blow of Redwine's Shortage Crippled the Bank, and Necessitated Its Closing.
>
> ---
>
> Comptroller of Currency in Charge. Redwine Is Still Missing, and Not a Word Has Been Heard of Him—His Shortage Will Reach $66,000.
>
> ---
>
> "The Gate City Bank will not be open this morning.
>
> "The institution will go into the hands of the United States bank examiner, by whom the affairs will be conducted until the troubles are over.
>
> "The present indications are that the bank may never open again, but it is a certainty that every one of the depositors will receive every dollar entrusted to the keeping of the bank, and it is believed that the stockholders will not lose much, if anything, on their investment. . . ."[9]

While it is true that the bank suspended operations, may it be said to the credit of its officers and directors that they eventually paid back every cent that had been on deposit at the time of the embezzlement. Many of the thousands made good came out of the pockets of the officials themselves, who did not wish any depositor to suffer because of the crime of a bank employee.[10]

Up to the time of his defalcation, Lewis Redwine, a bachelor of about 32, was a respected citizen of Atlanta, something of a social lion, and a trusted employee of the Gate City Bank, with which he had been connected during his working life. He was born in Coweta County, the son of Dr. Columbus L. Redwine, a well-known Atlanta physician and druggist. The young banker's trouble was that he was living far beyond his salary of $1500 per year. He resided at the Kimball House, was an active member of the Capital City Club, spent a great deal for dress, and frequently entertained at lavish dinners and theater parties. In fact he moved in the best circles of society.[11]

By February 22nd, Redwine had begun to suspect that he himself was suspected, and when summoned to President Hill's office that morning, he went instead to Buckalew's saloon on the ground floor of the bank. Here he downed a stiff drink in one gulp and disappeared into thin air. Whereupon an intensive manhunt was instituted by the police, stimulated by the offer of a $1000 reward for Redwine's capture. Two days later, on the 24th, the defaulting cashier, unshaven and disheveled, was arrested by policeman James T. Wimbish in a boarding house at 97 Rockwell Street in the Pittsburgh section, where he was living as Mr. Lester.[12]

Redwine was never able to account for the missing money and was duly tried and sentenced to the penitentiary. He subsequently went to Texas, and finally to Bowie, Louisiana, where he died on April 10, 1900, while serving as bookkeeper for a lumber concern. He is buried in an unmarked grave in Atlanta's Oakland Cemetery.[13]

While the Gate City Bank matter was at fever pitch, the town was thunderstruck with the announcement of the suicide of one of its most brilliant young men on the night of February 23rd.

Tom Cobb Jackson, scion of a famous southern family, son of the noted Captain Henry Jackson, of Atlanta, a young man gifted with all the benefits of fortune and position, a brilliant young social leader and a prosperous lawyer put a bullet in his temple while sitting in a hack in front of his father's home at 121 Capital Square, and died almost instantly.[14]

Young Jackson attended Boy's High School in Atlanta and graduated from the University of Georgia in 1886, after which he entered law practice with his father. He was known as an impulsive young man, but with many lovable and generous qualities. The cause of his suicide was said to be mental abberation induced by overwork and worry.[15]

Throughout the 23rd he was at his office in the Kiser Building, and in conference with the officials of the Gate City Bank, of which he and his father were the legal representatives. Besides his professional interest he felt a very deep personal interest in the case on account of a strong friendship which existed between the missing cashier and himself. Indeed, when the news of Redwine's defalcation reached him, young Jackson was badly wrought up over it and was vehement in his declaration that the erring man must not suffer. In the generosity of his heart he stated publicly that rather than see Redwine arrested he would subscribe largely to a fund to make good the shortage.[16]

About 6:30 in the evening Captain Jackson went to his office and found his son lying, in gloomy spirits, upon a sofa. No words were exchanged and the senior Jackson busied himself with some work in the office until about 8:30. Then, rousing his son and calling a hack, the two departed for home, only a few blocks away. During the short ride, Tom Cobb, sat, silent and apparently in deep thought. When the hack stopped in front of the house, Captain

Jackson, being on the right, got out and started in. After taking a few steps he heard a muffled explosion, and returned quickly to the hack. There, crouched in the corner of the vehicle, his head drooping on his breast, his hat lying at his feet and a smoking revolver in his right hand, was Tom Cobb Jackson. The sound of his labored breathing was all that broke the stillness. With the help of a passing soldier, Captain Jackson carried his son into the house. Death ensued enroute.[17]

On the afternoon of February 25th the brilliant young lawyer was laid to rest in the family lot in Oconee Cemetery, Athens, Georgia, with Clarence Knowles, Judge Howard Van Epps, J. T. Wiley, Dan W. Rountree, A. A. Meyer, Dr. W. F. Westmoreland, Howell Erwin and Harry Snook serving as pallbearers. The beautiful young widow of the deceased, neé Sarah Frances Grant, subsequently became the wife of Governor John M. Slaton. Throughout her long life, which closed in 1945, she was known for her charm, beautiful character and charitable deeds.[18]

As if steeled by the news of Tom Cobb Jackson's self-destruction, W. D. Crowley shot and killed himself shortly after 3 P.M., on the 24th, in his room at 135 Ivy Street. Crowley was a well-known traveling salesman in the employ of Marsh, Smith and Marsh, and came of a substantial Roswell, Georgia, family. His father, Seaborn Crowley, was a merchant of that place and president of the Roswell Manufacturing Company. The motive for Crowley's suicide was an unrequited love affair with a young woman in Marietta.[19] A year and a half later the murder of Forrest Crowley, a brother of W. D., by Will Myers in Atlanta was to create a sensation lasting for several years.

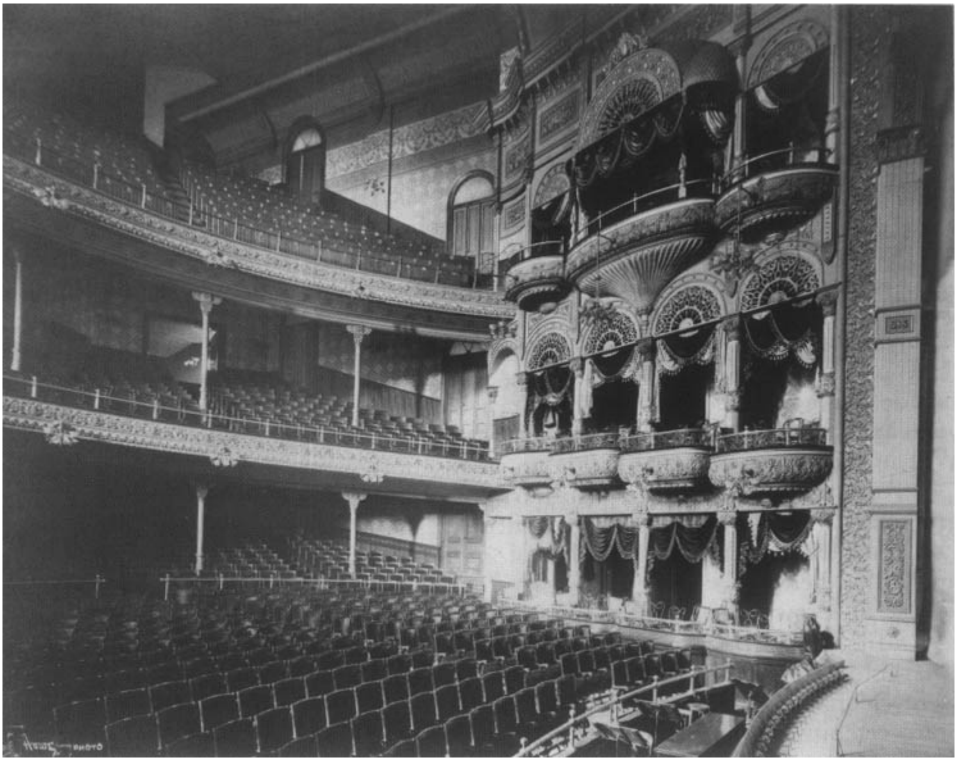
At noon, on Saturday, February 25, 1893, occurred the final and most gruesome act in the drama that constituted Atlanta's "Black Week." Miss Julia Force, a monomaniac, but member of an old and respected Atlanta family, shot and killed her two sisters in the two-story frame family home at the southeast corner of Crew Street and Woodward Avenue.[20]

Miss Julia was the eldest daughter of Benjamin W. Force, originally of Charleston, South Carolina, and a pioneer Atlanta shoe merchant. Her brothers were George H. and Albert W. Force, also shoe merchants and both Confederate veterans. Julia had cherished for years the delusion that her mother and two younger sisters, Miss Florence, 32, and Miss Minnie, 28, were her bitterest enemies. The revenge she had plotted for years may have been brought to a head by the series of unfortunate events of the past month.

Julia Force was described as being about 34 years of age and a fine specimen of physical womanhood—not beautiful, but possessing a magnificent physique, and of a wilful and melancholy turn of mind.

The time Julia Force selected for the murder of her sisters seemed propitious. Her mother, a widow, was downtown shopping. Her brothers were both attending to business in their store, and both the colored cook and the house girl had been sent away from the house on errands. Miss Minnie and Miss Florence, the latter an invalid, were alone and in their respective rooms. Armed with a new Smith & Wesson revolver Julia entered Minnie's room, where the latter was doing some fancy needlework, singing as she worked. A few acid words were exchanged between the two sisters, after which Julia produced her pistol, and placing it almost against Miss Minnie's head, pulled the trigger. The latter dropped to the floor and silently passed into life eternal. Closing and locking the door, the murderess then walked upstairs to Miss Florence's room. The invalid was standing beside the fireplace in her night-gown. Ordering her sister to leave the room, Miss Florence started toward the bed. There was a sharp report and Julia's second victim fell back upon the white sheets with a bullet in her brain.

Closing and locking the door behind her, Miss Julia walked downstairs, and with no undue haste made her way to police headquarters on Pryor Street. Here, with no display of emotion she calmly related what she had done and requested custody.[21] On February 28th, Julia Force was tried before Ordinary William Lowndes Calhoun and found, by a jury composed of Dr. W. S. Armstrong, Amos Fox, W. F. Parkhurst, John W. Alexander, Clem R. Harris, L. P. Thomas, Henry Lewis, John A. Colvin, D. A. Beatie, S. F. Woodson, Charles J. Martin, W. P. Pattillo, Forrest Adair, E. P. Black, M. DeGraffenreid, A. L. Waldo, Frank E. Block and Thomas M. Clarke, to be of unsound mind. In due course she was committed to the State Insane Asylum.[22]



(Courtesy Atlanta Historical Society)

Interior of De Give's Opera House as it appeared shortly after its opening in 1893. Now, completely modernized, it is Loew's Grand Theater

"Black Week" in Atlanta was over. But its repercussions lasted for a long time.

All however, was not blood and thunder in the Atlanta of February, 1893. Early that month Laurent De Give completed his new opera house, the Grand Theater, the city's finest, and still a mecca of pleasure, remodeled as Lowe's Grand Theater. The formal dedication of the new theater occurred on Friday evening, February 10th, and it constituted one of the most brilliant events of a flamboyant decade. Mayor Goodwin spoke briefly and people from all over Georgia made it a State event. Reported the *Constitution* on the 11th:

"The flash of a thousand lights upon beautiful women in ravishing gowns, the odor and glory of countless bouquets, the orchestral music carrying a delicious excitement upon every note, and a pervasive sense of human beauty and bliss—these were the impressions gained last evening at the opening of the Grand. It was a gala night indeed, an occasion that suggested Paris with her happy people and marvelous amusements. The house was packed from pit to dome.

"Every maid and matron was there in her fairest raiment and all the beaux were out in their immaculate attires, most of them with remarkably immense boutonnieres upon their elegant lapels. The jewels of the women were magnificent; indeed, the display of superb gems was one of the most noticeable features of the evening.

"Everybody seemed entirely happy over the occasion. How much everybody enjoyed the fresh scenery, furnishings, boxes, and above all the handsome new drop curtain, can be alone realized by the histrionic devotees familiar for many years with that festive and marvelous scene which disports itself over the curtain of the old opera house [Marietta and Forsyth streets]. The younger people were so delighted with everything on the stage that they actually omitted their usual conversation during the play.[23] The blasé men opened their eyes wider than they had since their first love affair and the bald headed men seemed to beam with grateful jollity from the backs of their nude craniums.

"The boxes are delightfully comfortable and becomingly draped and arranged for the display of pretty women and every box was grouped in a way to form a chain of artistic loveliness. It was a great evening—an event in the social world of Atlanta as well as in the world of art.

"It was indeed, a brilliant audience. Most of the prominent people of Atlanta were there, and there were many well-known Georgians from other cities. The boxes presented an especially attractive scene, containing as they did a number of theater parties of well-known people.

"In Mr. J. H. Porter's box were Mr. and Mrs. Porter, Mrs. Herbert Hall, of Knoxville; Mrs. Lochrane-Austell, and Mr. Lowry Porter.

"In Captain J. W. English's box were Captain and Mrs. English, Miss Alexander, Miss Jennie English and Mr. H. L. English.

"In Mr. J. R. Gray's box were Mr. and Mrs. Gray, Mr. and Mrs. Will Inman, Miss Camp, of Marietta, and Dr. N. O. Harris.

"In Mr. Clark Howell's box were Mr. and Mrs. Howell, Mrs. Dr. White, of Athens, Miss Ida Howell, Mr. J. R. McKeldin, and Mr. T. C. Erwin.

"In Mr. E. C. Peters' box were Mr. and Mrs. Plane, Mrs. Jaques, of Macon, Mr. and Mrs. E. C. Peters.

"In Dr. H. P. Cooper's box were Mrs. Wilkes Sanders, of Washington, Mr. and Mrs. T. D. Meador, Dr. and Mrs. Cooper.

"In Mr. W. A. Hemphill's box were Mr. and Mrs. W. A. Hemphill, Miss Hemphill, Mr. Don Loyless, Mr. Hugh Adams, Mr. Al Fowler and Mr. Will Hemphill.

"In Mr. W. B. Lowe's box were Mrs. Lowe, Miss Lowe, Miss Maude and Mr. W. B. Lowe, Jr.

"In Mr. J. W. English, Jr.'s box were Miss Josephine Inman, Miss Iza Glenn, Mr. T. B. Paine and Mr. English.

"In Mr. H. H. Cabaniss's box were Mr. and Mrs. Cabaniss, Miss Cabaniss, Miss Raoul, Mr. J. S. Cohen and Mr. J. L. Riley.

"In Mr. McAllen Marsh's box were Miss Marsh, Miss Bigby, Mr. Crankshaw and Mrs. Marsh.

"In Mr. Rountree's box were Mr. and Mrs. Tom Cobb Jackson, Miss Mamie Goldsmith and Mr. Rountree.

"In Mr. Stovall Hall's box were Miss Newman, Miss Margaret Newman, Mr. Lewis Redwine and Mr. Hall.

"In Mr. Cobb Caldwell's box were Mr. and Mrs. Clarke Davis, Miss Adelia Murphy, Miss Shallcross, of Louisville, Mr. J. E. Butler and Mr. Caldwell.

"In Mr. E. Rich's box were Mr. and Mrs. E. Rich, Mr. and Mrs. M. Rich, and Mrs. Dr. Joseph Jacobs.

"In Mr. De Give's box were Mrs. De Give, Mrs. Horine, Mr. and Mrs. Charles Beerman and Mr. De Give.

"Scattered through the brilliant audience were many familiar faces. Among those noticed were Judge and Mrs. W. T. Newman, General and Mrs. Lewis, Mayor and Mrs. Goodwin, Mr. and Mrs. C. D. Meador, Mr. and Mrs. E. P. McBurney, Mr. and Mrs. Lewis Thomas, Mr. and Mrs. Phil Harralson, Mr. W. A. Russell, Major and Mrs. Smythe, Mr. and Mrs. Pratt, Dr. and Mrs. W. P. Nicholson, Mr. and Mrs. Robert Miller, Mr. and Mrs. F. E. Block, Mr. and Mrs. W. L. Peel, Miss Lucy Peel, Mr. and Mrs. Ben Wyly, Mr. and Mrs. Cooledge, Mr. and Mrs. R. A. Hemphill, Mr. R. F. Maddox, Mr. Martin Amorous, Mr. and Mrs. Alonzo Richardson, Dr. C. T. Brockett, Mr. and Mrs. J. N. Moody, Colonel John A. Grant, Mr. and Mrs. Henry G. Kuhrt, Mr. and Mrs. R. O. Campbell, Mr. R. F. Maddox, Jr., Mr. John Holliday, Mr. and Mrs. Henry Wellhouse, Mr. and Mrs. Elsas, Mr. and Mrs. Jacob Haas, Mr. and Mrs. Swift, Mr. and Mrs. R. O. Harris, Mr. Crowell Campbell. Mr. E. P. Chamberlin, Mr. Leonard James, Mr. V. L. Smith, Mr. Will Black, Mr. Preston Arkwright, Mr. John W. Grant, Mr. R. L. Foreman, Mr. C. S. Arnall, Mr. John M. Slaton, Mr. John W. Cox, Mr. and Mrs. Fred Law, Mr. and Mrs. Lewis, Mr. and Mrs. Morris Brandon, Mr. and Mrs. Charley Northen, Mr. and Mrs. Abbott, Colonel and Mrs. George M. Traylor, Mr. B. W. Wrenn, Jr., Mrs. B. W. Wrenn, Miss Katie Stocking, Mr. and Mrs. A. J. Orme, Mr. Eb T. Williams, Mr. Fulton Colville, Mr. John Humphries and very many others.

"Some formal words seemed eminently proper and, indeed, essential to the inauguration of the drama in its new and beautiful temple. A few minutes after eight o'clock Mr. Clark Howell and Mayor John B. Goodwin stepped out on the stage and Mr. Howell spoke the first words from the boards to a public audience. He stated that he was there to introduce a man who needed no introduction to an Atlanta audience. And in doing so he paid tribute to the sterling worth and enterprise of the man who had given to Atlanta such a splendid edifice. His reference to Mr. De Give was greeted with a hearty round of applause. . . .

"Mayor Goodwin, who followed, spoke in glowing terms of Mr. De Give, who had given the city a playhouse of which any metropolis might be proud. Expense had not been spared, and the Mayor declared that he did not hesitate to say that the entire city appreciated the grand edifice. . . .

"At the conclusion of Mayor Goodwin's remarks, Mr. Howell voiced the feeling of the spectators by expressing a wish for Mr. De Give to present himself. But the modest proprietor, who had been not far away, had disappeared. There was a hearty laugh and the curtain dropped. The orchestra played a few strains and again the curtain went up on the play "Men and Women." .'. . written by Belasco and DeMille. . . ."

The writer of the newspaper article wound up by saying: "Electric lights were used instead of gas—a sudden departure in stage lighting in Atlanta." Then he added: "The change is a splendid one and it would be a good thing for some of the private residences of the city to adopt this plan."

Forty-six years later the Grand Theater, interior remodeled, but still owned by the De Give family, served to house the world premiere of the motion picture of Margaret Mitchell's world famous story, "Gone With the Wind."

Another mark of progress during the first quarter of 1893 was the opening of a new police headquarters building—the present though considerably remodeled structure, at 175 Decatur Street. When the new building was opened, at 3 P.M., on Saturday, March 25, 1893, it became the center of Atlanta's criminal life.[24]

The opening of the new building and the abandonment of the old was, in fact, attended by considerable fanfare. The old building, on Pryor Street,[25] had been stripped of its equipment the day before. At 3 P.M., on the 25th, Chief Connolly, mounted on his superb sorrel charger, gave the order to march, and Atlanta's finest, with light steps and bright faces marched, via Pryor, Mitchell, Whitehall, Alabama, Broad and Marietta streets to the new station on Decatur Street.[26]

There being no police band in those days, a young man who owned a drum was hired to lead the parade. Behind the drummer rode Chief Connolly, followed by the captains and mounted men. Then came the three watches on foot, each led by its sergeant and marching four abreast. The patrol wagons, in which rode the detective squad and newspaper reporters, brought up the rear of the procession. The expressions of the cosmopolitan residents of Decatur Street were varied indeed as they viewed the advance of the police into their midst. The prevailing mood was one of distrust. Indeed, the thrifty merchant stood smileless in the doorway of his shop looking at the big line of policemen as if their presence in such large numbers was a menace to financial prosperity.[27]

The procession halted in front of the new headquarters where the men were dismissed and directed to report to the recorder's courtroom upstairs, where Judge Andy Calhoun was found nailing a fine new picture of Judge Logan E. Bleckley over his bench. Here the force assembled for the presentation of an elaborate sword to Chief Connolly by the men of the department.[28]

There had been much speculation as to which of several well-known police characters would be first to "try out" the new lockup, but the doubtful honor went to Charley Mason, an 18-year old Negro. Charley was picked up on a larceny charge by two detectives who were on their way to the dedication. He was assigned to cell 15. "Bruff," the veteran dog who had been a living terror to venturesome rats at the old headquarters for eleven years, moved into the new headquarters regretfully.[29]

An epitaph to the old building was written by a *Constitution* reporter on March 26th:

"Last night the magnificent new building was ablaze with light from bottom to dome, and presented a bright and showy appearance. A striking contrast to its brilliance and splendor was furnished by the old building on Pryor Street. Dark, silent and deserted for the first time in twenty years, its gloomy and forbidding aspect caused passersby to hurry their footsteps in passing. A score of years it had kept its vigil, never sleeping for an instant. Last night it was asleep. The sound of rats scurrying through the empty rooms was all that broke the dreadful silence. Sometimes a passerby would stop a moment and look up at the black shadowy building. Not a soul was stirring within, and the watcher would pass on. The entire neighborhood seemed lonely. Patrolman Jordan paced his old beat as sadly as if a near relative had just died."

Less than a month after the opening of the new police station, plans for a new hotel were announced. Major Marion C. Kiser, owner of the North Pryor Street tract upon which stood the original Bell House, let it be known that he planned to build a first class hostelry on the site. The new building, erected in 1893, was of the Romanesque style of architecture and was modeled after a hotel in Winter Park, Florida, which had caught the Major's eye. The Marion Hotel, named for its builder,[30] remained open for guests at 97 North Pryor Street until its demolition in favor of a parking garage in 1951, a period of 58 years.

An historic Atlanta homeplace, that of the late General Lucius J. Gartrell, fronting on Decatur Street between Yonge and Jackson streets, was sold in front of the courthouse door on March 8, 1893. The property was sold for purposes of subdivision by Messrs. Harris & Nutting, and brought an aggregate of $14,631. The lot containing the old residence was purchased by T. R. Whitley for $2465.[31]

The place was originally purchased by General Gartrell when he came to Atlanta in 1854. During the same year his first wife, neé Louisiana Gideon, died in childbirth, and was buried, together with the child, on the property. Many years later Lucy Street was cut through that part of the estate and the graves were covered over. On March 3, 1893, preparatory to the sale, the graves were located, and the metal caskets were moved across the Georgia Railroad tracks and reburied on the Gartrell lot in Oakland Cemetery, in sight of the old home.[32]

During this same period the city was growing rapidly to the south. Commented the *Constitution* on March 26, 1893:

"The onward march of Atlanta was never seen to so much advantage as during a ride over the south side yesterday. Not only has that section of the city built up to, and overlapped Georgia Avenue, but it has gone so far beyond that a city exists there by itself.

"Two new entrances to Grant Park have been graded, one of which, Atlanta Avenue, is a street quite as pretentious as any to be found in the city.

"Private enterprise has, as usual, gone in advance of the slower progress of public work, so that the assessors are surprised to come across whole squares surrounded by streets not yet down on the maps.

"Take, for instance, the far end of Capitol Avenue, where it runs into the woods. The street has been widened out far in advance of the city or county work. Mountains have been leveled into valleys until now the prospect of beautiful lots, surrounded by well graded streets are to be seen. A new section thus improved is that lying south of Little Street on the east side of Capitol Avenue, crossing Ormond Street, and running to a new street called Atlanta Avenue.

"And such an avenue! It is one worthy of the city whose name it bears. Standing at the head of the avenue on Capitol Avenue a clear view is presented straight to Fort Walker,[33] which is the eastern terminus. It is a 65 foot street, running 4000 yards. Ormond Street, which ends at Capitol Avenue so far as public opening is concerned, is also continued out to the park, a like distance of 4000 feet."

While new streets were being opened on the outskirts, old streets in the center of the city were acquiring new names. At a council meeting on April 17, 1893, Thompson Street was metamorphosed into Madison Avenue (now Spring Street from Alabama south), and Wheat Street went through the mill and came out pretentious and stylish as Auburn Avenue.

Among those favoring the Thompson Street change was Councilmen H. C. Stockdell. He cited the disreputable class of people that lived on a certain portion of the street, and said that no respectable lady living on the street would give it as her address to a stranger. Councilman E. C. Peters said he was interested in the street, as it was named for his grandfather (Dr. Joseph Thompson), but if citizens on it wanted it changed he would favor it. The change was made by a vote of 11 to 7.[34]

There was even less reason for changing the name of Wheat Street to the meaningless Auburn Avenue. A number of citizens on the uptown end of the street petitioned for the new name under the impression that it sounded more stylish. Councilman W. R. Dimmock spoke in favor of the change, citing the existence of Old Wheat Street, running parallel to greater Wheat Street. The new name was adopted, and people who, on April 17th lived on Wheat Street, found themselves living on Auburn Avenue on the 18th.[35]

By Act of the Legislature, approved December 20, 1893, the town of Bolton, on the Chattahoochee River, contiguous to the Atlanta area's most ancient settlement, The Standing Peachtree, was incorporated, with a mayor and four councilmen. Appointed Commissioners, to serve until the first annual election for officers were J. W. Spinks, W. C. Fisher, J. M. Moore, James Davis and W. G. Gable.[36]

The City of Atlanta made a significant territorial gain, when, by Act of the Legislature, approved November 20, 1893, the city of West End, became the Seventh Ward of the former, effective January 1, 1894.[37]

The fact is that West End, proud of its reputation for orderliness, of its high per cent of home owners and leading citizens, would have been content to remain an incorporated town, separate from Atlanta.

However, a fire that destroyed the homes of F. R. Bunker, Mrs. Rose Abernathy and F. B. Richardson brought its citizens to a realization of their need of a fire department and city water. They began to discuss annexation; classes in West End Academy debated the subject; many opposed the change, fearing the possible loss of prohibition. In 1889 the Legislature authorized an election to determine sentiment, but it was not until 1893 that the act of annexation was finally passed.[38]

The assets of West End at this time were:

Gordon Street lot, 75 x 100 feet	$ 3,750
Impounding lot, west of school lot	2,000
Triangular lot, 60 x 60, Railroad Avenue and Oak Street	500
Mules, carts, wagon and harness, iron safe	660
School building and lot on Lee Street, West End, interest	22,000
Total	$28,910

At the same time Atlanta promised to spend as follows:

Fire engine house and school	$14,850
Sewers	32,000
Water	52,000
Total	$98,850[39]

In addition to the above, the City of Atlanta agreed to the following:

1st. To provide proper police protection, as the needs of the territory may demand.

2nd. Establishment of an eight grade grammar school, on the basis of other grammar schools in Atlanta.

3rd. To provide the usual complement of eight men for the fire engine company.

4th. To provide the same kind of sanitary service as in other portions of Atlanta.

5th. Atlanta to maintain 20 arc lights in West End, and will pay for the 50 gas lamps now in use. After the gas contract expires in 1895, five additional arc lights will be maintained in lieu of the gas, making 25 arc lights in all.

6th. The manufacture and sale of alcoholic, spirituous and malt liquors shall be prohibited in West End and the adjacent territory outside of Atlanta, as now provided by the charter of West End.

7th. Atlanta will assume the bonded debt of West End, amounting to $52,000, and become invested with the absolute title and ownership, control and right of disposition of the municipal property and assets of West End, except balance due to private subscribers on school building, which is to be delivered by West End to Atlanta without encumbrance.

8th. Atlanta shall succeed to and preserve all the rights of contract or law of West End (except as the law may be changed or modified by the charter and laws of Atlanta), and will especially preserve the laws of West End, as to street railroad franchises, grants and conditional grants.

9th. West End shall constitute the Seventh Ward of Atlanta, and shall have one Councilman, but five years after annexation, or when the population becomes 5000, then West End shall have two Councilmen. Should wards, as such, hereafter become entitled to representation by an Alderman each, then the right shall apply to the Seventh Ward as to other wards. The Seventh Ward shall also be entitled to representation on the Board of Water Commissioners, Board of Education, etc.

10th. In all cases, except where expressly excepted, the laws, whether general, charter or ordinance, applicable to the City of Atlanta, as now constituted and incorporated, shall apply to the territory of West End, when annexed to or incorporated with Atlanta.[40]

The boundaries of West End, as annexed to Atlanta, were described in the legislative act as follows:

"Commencing where the original land line between land lots No. 108 and No. 109, crosses the present corporate limits of the City of Atlanta on the west [Greensferry Ave.] and running from thence west along the north line of land lots 108 and 117 to the northwest corner of said land lot 117 [Greensferry Ave. and Holderness St.]; from thence running south along the west line of land lots 117 and 118 [Holderness St.] to the southwest corner of land lot 118 [Holderness and Lumpkin streets]; from thence east along the south line of land lots 118 and 107 [intersecting Lee St. at the present Rose Circle] to the Central Railroad; thence in a straight line in a northeasterly direction to a point where Humphries Street crosses the present corporate limits of the City of Atlanta, as shown by Cooper's Map of Atlanta [approximate intersection of Humphries and Rockwell streets]; and from thence along the present corporate limits of the City of Atlanta to the beginning point."[41]

So, on January 1, 1894, West End, once known as White Hall, established by Charner Humphries some two years before the location of the terminus of the Western & Atlantic Railroad foreshadowed the City of Atlanta, joined its younger but larger neighbor.

One of the last acts of the West End Council was to change the name of Porter Street, duplicate of an Atlanta street name, to Lucile Avenue. The honoree was Miss Lucile Smith, daughter of Burgess Smith, later Mrs. Robert N. Hughs.[42]

It was during the summer of 1893 that the entire country experienced a great commercial and financial panic. Vast sums of gold were hoarded; much left the country. The Treasury reserve fell far below the traditional $100,000,000. Banks called in outstanding credits and refused new ones. Values shrank phenomenally, and innumerable failures took place.

Three-fourths of the country's railroads were in the hands of receivers and in Georgia the Richmond and West Point Terminal Company, a great combination of railroads built up by Pat Calhoun and others, including the Central of Georgia and many of the lines now comprising the Southern Railway, had fallen apart like a rope of sand. The price of cotton dropped to five cents. Distress was widespread.[43]

Money had become so scarce that movement of the cotton crop was seriously threatened. On August 14th, President Stewart Woodson, of the Atlanta Chamber of Commerce called a meeting to consider ways and means to meet the emergency. It was suggested that the associated banks of Atlanta issue clearing-house certificates, based on their combined resources and credit, which would temporarily serve as currency. A committee composed of J. G. Oglesby, E. P. Chamberlin, M. C. Kiser, Joel Hurt and Walker P. Inman was appointed, which promptly asked the banks to take the desired action. The timely acquiescence of the banks relieved the situation and aided materially in moving the cotton crop.[44]

All in all Atlanta came through the crisis in pretty good shape. Mayor Goodwin, in his annual address to Council, at the close of the year, said:

"I ask your indulgence and attention while I review generally the municipal work of the city for 1893, and on the threshold of this duty, it is proper to state that while on the one hand, the general and great depression existing throughout the country and which was sensibly felt with us, brought considerable solicitude for the conduct of city affairs, yet on the other hand, the watchful care exercised by the General Council and committees has brought us to the close of the year with most gratifying results, and the showing made is one in which every Atlantan should feel pardonable pride, and one which will place still higher throughout the country the splendid financial reputation of our city and the public spirit of its people.

"While the financial stringency of 1893 will be vividly remembered for a generation, the municipal record made by Atlanta in the midst of such a stringency will be ever memorable. . . . During this remarkable experience . . . the integrity of the city's credit was preserved . . . and much public work carried on. While most of the departments will be referred to separately later on, it may be mentioned now that the public schools were maintained on full time, and two new grammar schools [Formwalt Street and Williams Street] erected and paid for. . . . A considerable extent of brick sidewalks and stone curbing have been laid, sewerage constructed, Belgian blocks put down, and Peachtree Street from Pine Street to the city limits paved with asphalt. In addition to this and as one of the great events of the year, the splendid new waterworks system has been practically completed and put into operation. . . . Also, the splendid Forsyth Street bridge has been completed. Another improvement of the year is the accomplishment of the annexation of West End . . . on a basis mutually beneficial to Atlanta and the annexed suburb. . . ."[45]

Atlanta secured a new postmaster during the panic year of '93, when, on October 28th, the estimable Dr. Amos Fox, druggist, coal and oil dealer and realtor succeeded John R. Lewis. Also, during the three-year period from 1891 to 1893 De Kalb County moved forward in the acquisition of post offices. Kirkwood received the designation on March 31, 1891, with Raleigh C. Cassels as first postmaster; East Atlanta on April 13th of the same year, with John W. McWilliams in charge; Ingleside, on February 20th, 1892, Hiram G. Randall, postmaster;[46] Tucker, on June 25, 1892, Alpheus Chewning, postmaster; Montreal, July 29, 1892, William W. Wilcox, postmaster; North Decatur, August 10, 1892, Henry R. Schurter, postmaster, and Wallace, September 28, 1893, John W. Wallace, postmaster.[47] Tucker, Montreal, North Decatur and Wallace were all located on the recently opened G. C. & N. (Seaboard) Railroad.

On the night of Friday, September 1, 1893, the Panola Cotton Mills, 13 miles southeast of Atlanta on South River in De Kalb County, were destroyed by fire, throwing some 60 persons out of work. The burned factory, occupying the oldest industrial site in the Atlanta area, dating from 1832, was built 27 years before by the late Robert M. Clarke. It had made into goods, ready for market, the cotton product of the section for miles around. Since the completion of the East Tennessee road, output of the factory had been shipped from Ellenwood in Clayton County. The fire was discovered about 11 P.M., after it had gained considerable headway, and though people turned out from the whole section, their efforts were powerless to save the burning building. It was owned by S. A. Morris, of Atlanta, and associates.[48] The cotton mills were never rebuilt.

The relatively ancient town of Decatur had always been a pleasant place in which to live, and the *Constitution* for May 25, 1893, gave it quite an accolade. Therefrom we get a good picture of just what kind of place Decatur was in the 90's.

"The new electric line to Decatur [North Decatur line] that is so rapidly nearing completion is very naturally exciting a great deal of interest, not only in the line itself, but also in the town of Decatur, and it has brought the charming little suburb into prominence again in a very advantageous and conspicuous way.

"It is not generally known what wonderful strides in the way of progress and improvement our little neighbor has made in the last few years, but such is a gratifying fact, and the truth of the assertion can easily and plainly be proven to any one who will take a trip out there. It can be made at any hour of the day, only takes a very little while, and it will amply repay any one, for there is no more pleasant nor interesting trip that can be taken around the city.

"To a great many people, especially those who have not been there for a long time, and more especially to those who have never seen Decatur before, it is a revelation, and just at this season of the year it will captivate anybody.

"As a suburban place of residence for Atlanta it just simply has no equal, and with its three different lines of transportation that link it so closely to the city, it is now just as convenient for Atlanta people to live at as Inman Park, West End or any of the immediate suburbs adjoining the city limits.

"Being only six miles east of Atlanta on the old reliable Georgia railroad and also having both a dummy line [South Decatur line, then operated with steam locomotives] and an electric line running to it, its transportation facilities are perfect, and even if it keeps up its present rate of growth and improvement it will only be a short while before it doubles in size and population.

"It has been steadily growing for a good number of years past but not until completion of the dummy line about three years ago did it seem to awaken to its many advantages and fully realize its importance and possibilities. Since that time, however, it has surprised itself, and the number of pretty new residences that have been built and other marked improvements will do credit to any place of twice its size.

"The population is now between 1500 and 2000 and a happier and more contented set of people would be hard to find.

"The conveniences of living in Decatur are just about the same as in Atlanta. There are plenty of nice first-class grocery stores, a good drug store, meat market, etc., with free deliveries and city prices.

"When it comes to school and church advantages Decatur is unsurpassed. Everybody knows what the Agnes Scott Female Institute is without any comment, for it has the reputation of being one of the very finest institutions in the South, and is the pride of Decatur. There is also a very fine boys' school[49] that bids fair to become a worthy companion to the Agnes Scott.

"As to churches there are already three flourishing ones, viz: Methodist, Baptist and Presbyterian, and a nice new Episcopal church is now in course of construction.

"The society of Decatur cannot be excelled anywhere—and all newcomers are warmly welcomed and made to feel at home.

"The new electric line expects to be running cars to Decatur by next Saturday afternoon or Sunday, and it will be an invaluable addition to the already fine transportation facilities.

"Its route is on the north of the Georgia railroad all the way to Decatur, and the dummy line is on the south side. Both lines run through a beautiful section of country and are doing wonders in the way of developments and improvements on their respective lines.

"The fare to Decatur on either one of these lines or on the Georgia railroad is only a nickel, and is no more than it costs to ride a few blocks in the city.

"All the country in the direction of Decatur is built up splendidly with beautiful homes, and it is by odds the prettiest direction and range of country out of Atlanta.

"The value of such a suburb as Decatur is to a city like Atlanta is almost inestimable, but up to this time it has not been as fully appreciated by the Atlanta businessmen as it should be. When they realize, however, this summer, that they can so easily and cheaply get out of the heat, noise and dust of the city in the evenings after a hard day's work, away from mosquitoes, and in such a few minutes to a nice cool country home, they will begin to see what a valuable suburb it is.

"To have such a place within such easy reach means a great deal to a city the size of Atlanta, for it not only obviates the necessity and expense of a man having to send his family off for the summer, away off up the country or to some out of the way place, but by sending them to such a place as Decatur he can have them nearby, can be with them every night, and will only have to lose a very few minutes from his business to do so. And too, besides that advantage very few places can be found that have a more delightful climate, finer water and better health. . . .

"To sum up all the advantages of Decatur, in a few words, she is the county site of De Kalb County, has magnificent transportation facilities, the very finest educational advantages, nice churches, good stores, a livery stable, telegraph, telephone and express offices, a first-class newspaper, unexcelled society, elegant climate and water and is as healthy a place as there is on the globe. There is also a good hotel and several first-class boarding houses that charge very reasonable rates. A movement is already on foot to furnish the town with electric lights, and the prospects for having them soon are first-class.

"The surrounding country is very pretty, affording beautiful drives and the pike road to Atlanta is also in splendid condition.

"Property is cheap and can be bought on very easy terms. There is an abundance of beautiful residence property with plenty of fine shade, and also a good many nice and pretty new residences for sale that have been recently built and gotten ready for newcomers. Then, too, there is plenty of good farming land nearby that can be bought very reasonably, and there is no better section of the state for truck and diary farming.

"Not only as a place of residence is Decatur a good place to buy, but as a field for investment it has no equal near Atlanta, and anything in the way of property bought there or near there is sure to bring handsome returns and enhance rapidly in value.

"The thing to do, however, is just to get on one of the transportation lines, take a trip out there and see for yourself."

A success indeed has been the Central of Georgia Railroad's recently inaugurated Atlanta to Savannah streamliner, Nancy Hanks II. During its first five years of service, completed in 1952, the train transported nearly 900,000 passengers swiftly, safely and comfortably between Georgia's two chief cities.

The career of the first Nancy Hanks, though characterized by brevity, was much more colorful. She was the pride of George Dole Wadley, then general superintendent of the road, and made her maiden run on January 22, 1893, with Engineer J. Green Freeney, of Macon, at the throttle. Schedule time was 6¾ hours, just a shade more than her Diesel-powered descendant.

The new train was not named directly for Abraham Lincoln's mother, but for the swiftest trotting horse in the world from 1892 to 1894. Indeed, Nancy Hanks broke the world's trotting record on September 6, 1892, at Terre Haute, Indiana, making a mile in 2:04.

Nancy Hanks' namesake was elaborate and luxurious. She was painted a royal blue from the tip of her cowcatcher to the platform of the last coach, and was trimmed in gold leaf. Among other embellishments of the car builder's art, were likenesses of the horse blown into the frosted glass panel above each window of the coaches. Neither were the engines neglected in the colorful decor. They were painted blue and striped in gold, with the flag and train name on the tender.

The four-car trains were hauled by Baldwin compounds numbered 1592, 1593 and 1594, powerful locomotives for their day. The engine crews wore regular denim overalls, but instead of a jumper they had a square-cut coat of the same material. The railroad furnished each man with a leather cap, painted blue with gold striping. Nancy Hanks was painted just above the bill. Train crews wore the regulation blue uniform, but conductors were distinguished by white vests adorned with pearl buttons. One of their number, B. J. (Handsome Barney) Cubbedge, held a record for old-style southern courtesy. When lifting tickets from ladies he invariably tipped his hat and thanked them graciously.

During the few months she burned the rails, the Nancy Hanks was a sensation. Her terrific speed, caused numerous crossing accidents, in which enough cattle and hogs were killed to stock a ranch. But despite that fact, every one clamored to ride her. The north- and southbound trains passed each other near Fort McPherson and it was a Sunday afternoon adventure for Atlantans to go there and see the Nancy run. Indeed, her speed was epitomized in an old ditty:

"Some folks say that the Nancy can't run;
  But, stop, let me tell you what the Nancy done—
She left Atlanta at half past one
  And got to Savannah at the settin' of the sun.
The Nancy run so fast
  She burnt the wind and scorched the grass."

Time has proved that Superintendent Wadley was one of the most far-seeing railroad officials of his day. But his train was too fast and expensive for that era. Her crossing accidents and her collisions with unsuspecting live stock kept the claim department working overtime. Then, too, no one was riding the other trains. So, on August 13, 1893, after a few days less than seven months of speed and excitement, the Nancy Hanks was taken off the rails.[50]

No sporting event in Georgia attracts more attention, is more colorful or is productive of more rivalry and feeling than the annual football classic between Georgia Tech and the University of Georgia.

The series got under way in November, 1893, the year, in fact, that football was inauuguruated at Tech. Pioneer coach of the Tech team was Professor Ernest E. West, a Naval College graduate. The outstanding figure, however, in the first Tech-Georgia game was the future colonel in command of Roosevelt's Rough Riders and Governor-General of Cuba, General Leonard Wood.

Then stationed at Fort McPherson as a lieutenant, Wood enrolled for some undergraduate work at Tech, and knowing and liking football, he not only played, but was of great help to Coach West. Indeed, it was largely due to Wood's superior knowledge and ability that Tech won its first tilt with Georgia by a score of 22 to 6. The game was played at Athens on November 4th, without the guidance of an athletic association or accepted rules as to eligibility of players. Coaches, faculty members and trainers frequently played, as they did on this occasion. The Tech squad was composed of the following:

W. W. Hunter, Captain and Right Halfback
Leonard Wood, Guard
T. W. Raoul, Fullback
Park Howell, Fullback
John Kimball, Quarterback
E. A. Werner, Tackle
Trainer Nourse, Tackle
George Forrest, Guard
F. O. Spain, Center
M. McRae, Center
J. F. Ogletree, Right End
T. Holmes Haskell, Right End
G. V. Heidt, Manager
E. R. Whitney, Manager
Ferd Kaufman, Manager
W. G. Mealor, Manager[51]

Next day the *Constitution* reported the game:

"The football match between the University of Georgia and the Georgia Tech teams resulted in a victory for the Tech by a score of 22-6.

"Both sides played good ball but the Atlantans outweighed the Athens boys at every point, and their line rushing won the game. The excitement over the game was intense from start to finish. The calls of 'foul' from the sideline of the Athens captain passed by almost unnoticed, and Umpire Nourse, a brother of the trainer of the Tech team, was severely criticised by the Athenians while the students were loud in their denunciation of the Umpire.

"The first half ended with a score of 18-0. The Techs had bucked nearly every time straight through the center, the weakest point on the University line, and had succeeded in scoring three touchdowns and kicking three goals.

"Dr. Wood, who is believed by all Athens to be a surgeon of the United States Army, stationed at Fort McPherson and who, it is said, was matriculated in the Technological school for the purpose of playing football, could handle his opposing guard who was a much smaller man almost as if he were a child. With the other guard and center it was almost the same way.

"Trainer Nourse, who was playing at tackle, made the best bucks for the Tech team, always between guard and center. John Kimball at quarterback, played a steady game, never fumbling and gave the signals for the Tech men.

"Park Howell at fullback was always well guarded and succeeded in making some good gains.

"During the second half, the University played much better ball. They held the giants down to four points and scored 6 themselves. The Athens boys worked the 'turtle-back' play on the Techs to good effect. The Techs had never seen the trick and they did not know how to stop it.

"When Athens got the ball in her own territory and carried it straight across the Tech goal line for a touchdown, the University students were almost wild with enthusiasm.

"The playing of Henry Brown and George Shackleford was superb.

"There were two injuries sustained which necessitated substitutes. A Tech man jumped on Ernest Brown's neck with his knee and the injury forced him to retire from the game. Lindsay Halsey was substituted. McRae of the Tech team had a knee hurt and was replaced by Raoul.

"When the game was over, Captain Butler of the University proposed three cheers for the Tech team, which were given with a will by the students."

The World's Columbian Exposition, held in Chicago during 1893 had its repercussions in Atlanta and elsewhere, particularly in the field of interior decoration. Indeed, the Oriental influence of the Exposition resulted in the dark and shadowy "Moorish corners," smelling of incense, that became a part of many of Atlanta's more pretentious homes.

Matrons shopped feverishly for draperies, brass lamps with stained-glass shades, long spears with copper heads, curtains sewn with small mirrors, wide furry rugs resembling stable blankets, and all manner of copper, brass and tin vases, bowls and jars. The pride and joy of every "Moorish corner," however, was the "narghileh," a Turkish hubble-bubble pipe, that sat on the floor, held a gallon of water, was equipped with hose-pipes, and held a double-handful of rank tobacco.

Center tables invariably held an edition de luxe of "The Rubaiyat of Omar Khayam," much to the disgust of young swains, who, when they talked of love, were rewarded by long and dramatically delivered readings from the ancient classic.

Happily light and air were to predominate over shadow-curtains, and the Moorish fad passed away.[52]

The local death roll for 1893 included a number of old and well-known names. Among them were S. L. McBride, native of Fayette County, Confederate soldier, crockery merchant, real estate dealer, son-in-law of ante-bellum Atlanta mayor Luther J. Glenn, and brother of Andrew J. McBride; John A. Doane, a resident since the late 1840's and brother of pioneer citizen James T. Doane; Michael Lynch, native of County Clare, Ireland, resident of Atlanta 40 years, and a widely known book dealer; Colonel Lemuel P. Grant, previously noted; Colonel W. T. Holderness, former Atlanta real estate man, for whom Holderness Street is named. He died in Carrollton, Georgia, where his son, Sidney Holderness, was long a leading lawyer; Thomas M. Gammage, merchant and extensive southwest Atlanta property owner, killed when a West Point passenger train struck the spring wagon in which he was riding near his residence; Thomas A. Poole, a grandson of original settler Adam Poole; Dr. Henry Carr Hornady, died at Montezuma, Georgia, a noted Baptist minister and former pastor of Atlanta's First Baptist Church; Adolph J. Brady, died in Augusta, Georgia, one of Atlanta's first hardware merchants; Edward

E. Rawson, previously mentioned, died at the residence of his son-in-law, Judge T. P. Westmoreland; Colonel William P. Orme, native Pennsylvanian, for many years treasurer of the A. & W. P. R. R., a son-in-law of Dr. Joseph Thompson and brother of Aquilla J., Sr., and Dr. F. H. Orme; Major Daniel Norwood Speer, native of Troup County, noted business man and a prime factor in the early success of the Exposition Cotton Mills; Robert C. Clarke, brother of Thomas M. Clarke, and long associated with him in one of Atlanta's pioneer and leading hardware firms; Colonel Thomas C. Howard, of Kirkwood, Confederate soldier, fluent orator, champion of secession, private secretary to Governor Alfred H. Colquitt, and father of William Schley Howard, noted lawyer; Milledge Neal Jett, a son of pioneer James A. Jett, and an extensive land owner in the Bellwood section; the Rev. J. R. Mayson, Methodist minister and pioneer local educator; Henry Banks, a native of Connecticut, and a pioneer boot and shoe merchant, whose residence was long a landmark on the present Peachtree site of the Paramount Theater; Judge Augustus A. Wilson, old-time citizen and a son-in-law of Charner Humphries, the genial host of White Hall; Major J. J. Toon, a noted publisher and former proprietor of both the Franklin Publishing House and the *Christian Index;* Dr. Ebenezer W. Warren, died at Macon, a former editor of the *Christian Index* and former pastor of the First Baptist Church in Atlanta; the Rev. John Jones, D.D., formerly of Retreat Plantation, Liberty County, noted Presbyterian minister, chaplain of the 8th Georgia Regiment, commanded by the gallant Bartow, a resident of Atlanta since 1870, and grandfather of John Ashley Jones; Major Marion C. Kiser, wholesale shoe merchant and one of the post-bellum builders of Atlanta; Esom J. Bond, of a pioneer De Kalb family of the Rock Chapel neighborhood, and the Rev. William J. Rolader, founder of a well-known North Fulton County family, a native of Germany, and a Methodist preacher who fasted every Friday for the last 40 years of his life.[53]

NOTES—CHAPTER 71

[1] *Atlanta Constitution,* Dec. 7, 1892.

[2] *City Directory,* 1893.

[3] Cooper, *Fulton County,* 635-636.

[4] *Ibid.,* 709; *Atlanta Constitution,* Dec. 7, 1892; Commission Book, Dept. of Archives and History, Atlanta.

[5] Commission Book, Dept. of Archives and History, Atlanta.

[6] *Atlanta Constitution,* Jan. 25, 1893, *et seq.*

[7] *Ibid.,* Feb. 18-19, 1893.

[8] *Ibid.,* Feb. 22, 1893.

[9] *Ibid.,* Feb. 23, 1893.

[10] Peggy Mitchell, "Atlanta's Black Week," *Atlanta Journal Magazine,* May 10, 1925.

[11] *Atlanta Constitution,* Feb. 23, 1893.

[12] *Ibid.,* February 23-25, 1893, *et seq.*

[13] "Garrett's Necrology."

[14] *Atlanta Constitution,* Feb. 24, 1893.

[15] *Ibid.*

[16] *Ibid.*

[17] *Ibid.*

[18] *Ibid.,* Feb. 25, 1893; "Garrett's Necrology."

[19] *Atlanta Constitution,* Feb. 25, 1893.

[20] *Ibid.,* Feb. 26, 1893, *et. seq.*

[21] *Ibid.*

[22] *Ibid.,* Feb. 28, Mar. 1, 1893.

[23] The title of which was "Men and Women."

[24] *Atlanta Constitution,* March 26, 1893.

[25] Still standing at 97 Pryor Street, SW., just south of the Jefferson Hotel.

[26] *Atlanta Constitution,* Mar. 26, 1893.

[27] *Ibid.*

[28] *Ibid.*

[29] *Ibid.*

[30] *Ibid.,* Apr. 14, 1893.

[31] *Ibid.,* Mar. 8, 1893.

[32] *Ibid.,* Mar. 4, 1893; "Garrett's Necrology."

[33] In the southeastern corner of Grant Park.

[34] *Atlanta Constitution,* Apr. 18, 1893.

[35] *Ibid.*

[36] *Ga. Laws,* 1893, p. 187.

[37] *Ibid.,* 164.

[38] *Ibid.;* Cornelia E. Cooper, "History of West End," *A.H.B.,* XXXI, (Jan., 1947), 82-83.

[39] *Ga. Laws,* 1893, pp. 164-165.

[40] *Ibid.,* 165-166.

[41] *Ibid.,* 167.

[42] Cooper, "History of West End," *loc. cit.,* 84.

[43] Cooper, *History of Georgia,* III, 342.

[44] Cooper, *Fulton County,* 344.

[45] *Annual Reports, City of Atlanta, 1893,* pp. 13-14.

[46] The Postoffice at Ingleside was changed to Avondale Estates on Mar. 16, 1925.

[47] Record of Postmasters, Fulton; Record of Postmasters, De Kalb.

[48] *Atlanta Constitution,* Sept. 3, 1893.

[49] Reference is doubtless made to the noted Donald Fraser School.

[50] Herbert G. Monroe, "Riding the Nancy Hanks," *Atlanta Journal Magazine,* Sept. 8, 1935.

[51] M. L. Brittain, *The Story of Georgia Tech.,* 29-32.

[52] Telemon Cuyler, "Chicago World's Fair of 1893 Brought Oriental 'Influence' to City," (one of a series), *Atlanta Georgian,* 1934.

[53] "Garrett's Necrology."

CHAPTER 72

1894

THE gubernatorial campaign of 1894 was hotly contested. Two Democratic candidates entered the field, William Y. Atkinson, of Coweta County, former Speaker and for four years chairman of the State Democratic Committee; and General Clement A. Evans, of Atlanta, a gallant Confederate and a noted Methodist divine. Before the Democratic Convention opened in Atlanta on August 2nd, however, Evans withdrew and left the nomination to Atkinson, whose platform advocated free coinage of silver as a means of easing the current depression.[1]

Though the nomination came easily, Atkinson had a fight on his hands for the election. The Populist party was at high tide and its nominee, James K. Hines, a member of the Atlanta bar proved to be an able campaigner. He ran on a platform advocating free coinage of silver, repeal of the convict lease system and the Australian ballot. It also condemned free railroad passes and favored free school books. The Populist vote, partly because of the strength of its candidate, was the highest ever cast by the party in Georgia—96,888. Even so, it was not enough to beat Democrat Atkinson, who polled 121,049 votes. State House officers elected with Governor Atkinson were Allen D. Candler, secretary of state; William A. Wright, comptroller-general; Robert U. Hardeman, treasurer; R. T. Nesbitt, commissioner of agriculture, and Joseph M. Terrell, attorney-general.[2]

During the year in which William Y. Atkinson was elected governor, 1894, two former chief executives of Georgia, both Atlantans, died. Senator Alfred H. Colquitt, aged 70, passed away on March 26th at his residence on Capitol Hill in Washington, D. C., and was buried in Rose Hill Cemetery, Macon, Georgia. Former Senator Joseph E. Brown, 73, died on November 30th at his home on Washington Street, and was buried in Oakland Cemetery.[3]

Mayor John B. Goodwin continued in office during 1894, with Alderman Arnold Broyles serving as mayor *pro tem.* New members of council for the year were Aldermen Albert Howell, ticket agent, Union Depot; John A. Colvin, baggage-master, Union Depot, and the following councilmen:

First Ward—Milton P. Camp, wholesale grocer.
Second Ward—Marshall M. Welch, loan agent.
Third Ward—Robert P. Dodge, yardmaster, Georgia R. R.
Fourth Ward—William J. Campbell, manager, *Constitution* job office.
Fifth Ward—John H. Welch, locomotive engineer, W. & A. R. R.
Sixth Ward—Charles E. Harman, general passenger agent, N. C. & St. L. and W. & A. R. R.
Seventh Ward (West End)—John W. Nelms, physician and Fulton County Commissioner.[4]

The ministerial officers of Atlanta for 1894 were the same as for 1893, with the following exceptions: Edward S. McCandless succeeded J. W. Loyd as marshal; James R. Collins succeeded Charles K. Maddox as tax collector; Joseph T. Orme succeeded W. T. Wall as treasurer, and Thomas A. Clayton succeeded Dr. Charles D'Alvigny as sexton. William H. Venable replaced Captain William H. Brotherton as a police commissioner.[5]

For many years the Southern Railway System has been one of Atlanta's most valued corporate citizens, not only in the performance of an essential service, but as taxpayer and employer.

It came into being on June 18, 1894, as the Southern Railway Company under the aegis of Drexel, Morgan & Company (now J. P. Morgan & Company), which firm was then largely interested in railroad properties. The new company was the successor to the Richmond & Danville Railroad Company, then, in common with numerous other railroads, in receivership. Much of the reorganizational burden fell upon the shoulders of Samuel Spencer, a native of Columbus, Georgia, then a railroad expert for Drexel, Morgan, who became first president of the new company.

Among the leases assumed by the Southern Railway Company was that of the Atlanta & Charlotte Air-Line. Other roads running into Atlanta absorbed by the new company were the East Tennessee, Virginia & Georgia, the Georgia Pacific and the Atlanta & Florida. Headquarters of the Southern, originally in Richmond, were later moved to Washington, where they have remained. Mr. Spencer retained the office of president until his untimely death on Thanksgiving morning, 1906, when an express train collided with his private car near Lynchburg, Virginia. His sitting figure, in bronze, has adorned the plaza in front of Atlanta's Terminal Station since May, 1910.[6]

While the newly formed Southern Railway was getting up steam, the horse-car era in Atlanta came to an end. Its obituary was published by the *Constitution* on September 9, 1894:

"THE LAST OF ITS KIND

The Wheat Street Hayburner—A Relic of a Bygone Era.
It is Faded, Frail and Weatherbeaten.
It Merely Runs to Retain the Charter on that Thoroughfare.
The Last Passenger."

"The driver of the Wheat Street car has two objects in life. The chief of these is to some day get a passenger—a real, sincere passenger, with no foolishness about him—to ride on his car, and the other is to see the nice green bladelets that spring up like 'blades o' grass' along his car line, harvested into hay.

"He may live to see both of these purposes accomplished. Almost any day some person may ride on the car. Only the other day, it is told, that a farmer came in from Habersham County, and tired and footsore, wandered into Jackson Street. That thoroughfare led him into Wheat.

"It was just at 4 o'clock in the afternoon, that quiet and peaceful hour of the poets at which the baseball cranks used to be gathered at the ball park nearby, and the sun was shining. Just then it happened that the Wheat Street car came along on its afternoon trip.

"It looked like a thing to ride in. It was frail, faded and weatherbeaten, and the paint had cracked away from its sides, but it still had a place for a nickel. The car seemed to have nothing to worry about, and ambled along at the heels of a Georgia mule as contentedly as you please. The weary, way-worn traveler gazed upon it for a moment, a great hope springing into his heart. He would ride. . . .

"In the carshed in the triangle on Edgewood Avenue [present Hurt Building site] this Wheat Street car is preserved from the rain. Twice a day one of the men at the shed hitch a patient-looking mule to it and it is hauled into the open. It is dragged over the electric line along Pryor Street, turning into Wheat [Auburn Avenue] Street at the Y.M.C.A. building [still standing, southeast corner]. Then it threads its way peacefully and unostentatiously along this quiet thoroughfare. There is no unseemly haste or rush about these quiet journeys. . . . It is merely a matter of retaining the charter until such time as it will pay the Consolidated [Street Railway Company] management to establish a good working line on Wheat Street. Now, it is paralleled on either side [Edgewood Avenue and Houston Street] by two good lines, and not even the people of the street feel any great need of a better system.

"The Wheat Street car is the last of its kind. It is a reminder of the days, not so far distant in point of time, but greatly distant in point of improvements, when such cars were to be seen on all the streets. Only a short time ago Whitehall Street was traversed every few minutes by such a car, and the people thought it good. . . ." Time marches on!

During the early morning hours of Thursday, December 27, 1894, the old State Capitol building, otherwise known as Kimball's Opera House, at Marietta and Forsyth streets, was so damaged by fire that the city building inspector decreed its complete demolition. Not old as buildings go, barely a quarter century, in fact, the well-known structure had probably witnessed more history in the making than any edifice in the city. In its account of the fire, the *Constitution* said:[7]

"The old Capitol at Marietta and Forsyth streets was badly damaged by fire this morning.

"At 2:45 o'clock the flames broke through the windows on the southwest corner of the fourth and fifth floors. Almost simultaneously a sheet of fire burst through the roof. A high wind was blowing from the west and from that moment the building seemed to be doomed.

"Fire alarms rang out in quick succession and soon the whole department was on the scene.

"The origin of the fire is uncertain. It appeared to have started in the engine room and to have crept up a rear stairway to the top floors. Once the building contained a number of sleeping apartments, but last night no one was in it, as far as could be learned.

"There were probably fifty offices and stores between the first floor and the roof. Many of the rooms were not occupied and it was difficult to learn just what tenants occupied quarters in the burning corner of the building.

"Cap Joyner realized that he had a hard fight on and he set every line of hose he could command at work. So furious was the wind, and such a headway had been gained before the department got out that it was a stubborn contest for mastery. And for more than half an hour it was a question whether the fire would destroy the building or the firemen would conquer the flames.

"It was cold work. The water froze as it fell on the streets. Despite the nipping and the biting air, a crowd soon assembled. The custom house steps and the Forsyth Street bridge afforded good points of observation. Many ladies in hastily made toilets were out.

"The wind drove the flames along the roof and showers of sparks flew far and wide as the spray is driven before a storm at sea. For blocks around the streets were as light as day. The custom house loomed up grand and gloomy. Grady's statue presented a striking appearance in the brilliant glare.

"The postoffice, De Give's opera house and many buildings in the neighborhood were threatened and fears were entertained for them. On the Marietta Street front of the Capitol is the Tripod Paint Company. Half of the first floor is occupied by Jacobs the druggist, who was burned out of the Norcross building last summer. These two places were filled with combustible stocks and the firemen were especially anxious to keep the flames away from the first floor.

"At 4 o'clock Chief Joyner was not sure that he had control of the fire. He said that the flames had eaten their way under the roof and there was no telling where they would go. By 4:30 o'clock, though, the last fiery tongues had disappeared inside the walls and by five o'clock the fire was practically out. . . ."

The building was owned by the firm of Venable Brothers and Collins, which, through its senior member, State Senator William H. Venable, indicated a willingness to abide by the report of the building inspector.[8]

Another old landmark disappeared in late 1894, when the residence of the late Major Joshua J. Toon, at the southeast corner of Gilmer and Courtland streets, was torn down to make way for the new Boys' High School. Major Toon came to Atlanta in 1862 and purchased the lot for $25,000 in Confederate money. Following his death in 1893, the property was purchased by the city for $10,000.[9]

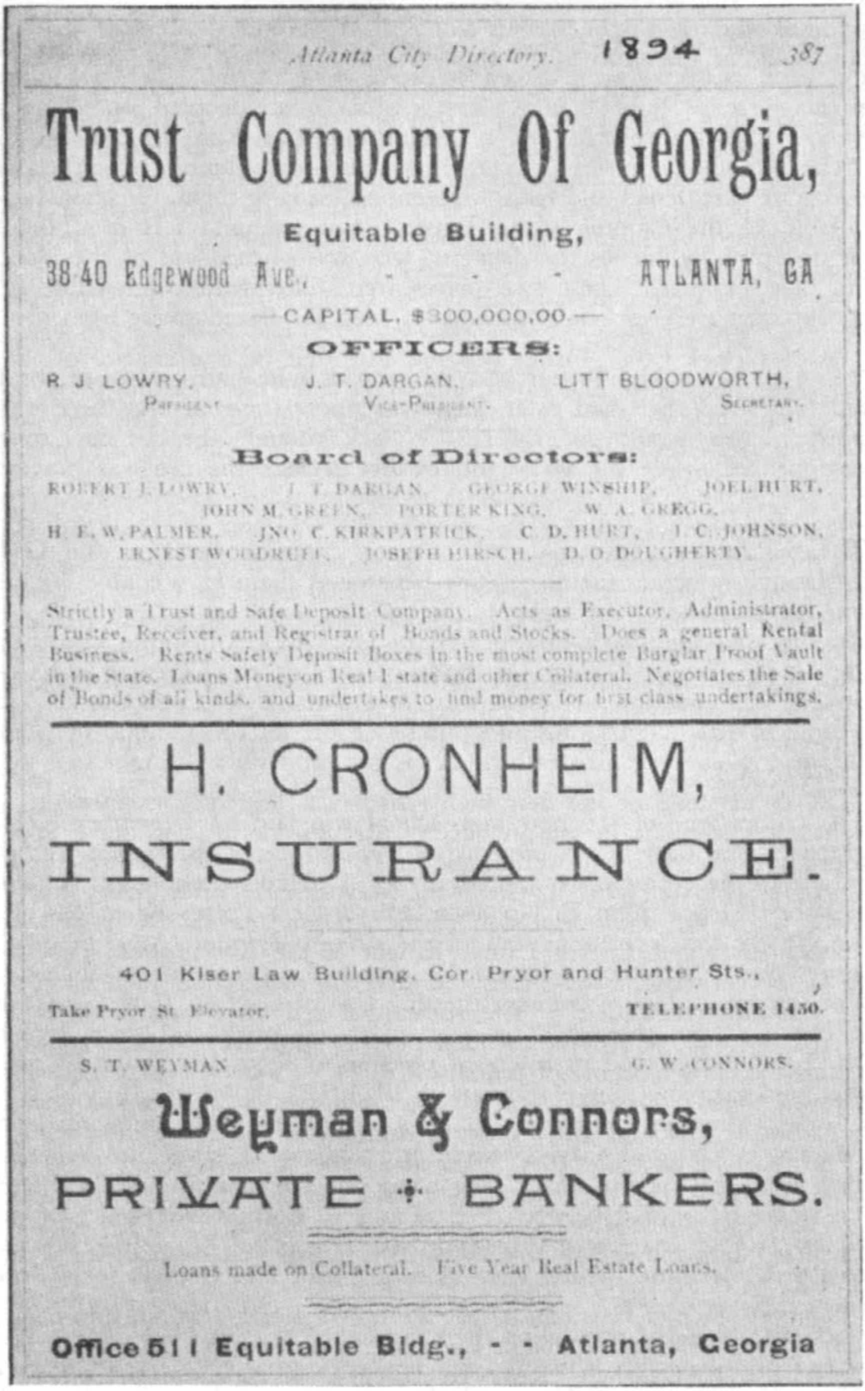
The cornerstone of the new high school was laid on December 1, 1894, a bright, cloudless day, in the presence of a multitude of spectators. Speeches, appropriate to the occasion, were made by D. A. Beatie, president of the board of education; Mayor John B. Goodwin, Mayor-elect Porter King, Joseph H. Johnson, Jr., of the reportorial staff of the *Atlanta Journal;* A. J. Bell, of the graduating class, and Lucian Lamar Knight of the *Constitution.* The actual laying of the cornerstone was under the direction of Captain John C. Hendrix, of the building committee.[10] The substantial red brick and stone building, completed in 1895, served its intended purpose until its destruction by fire on the bitter cold early morning of January 6, 1924.[11]

It was during this period of Atlanta's history that such well-known local place names as Oakland City, Cascade and Lakewood came into being.

The town of Oakland City, lying along the Newnan Road (Lee Street) and the Central Railroad between West End and Fort McPherson, was incorporated by Act of the Legislature approved December 12, 1894. It was to remain a separate municipality, with its own mayor and council, for a decade and a half.[12]

The post office of Cascade, on the Sandtown Road, was put into operation on March 25, 1893, with William I. Zachry as postmaster. He continued until December 20, 1896, when Henry H. Hughey succeeded to the office. The latter remained in charge until April 1, 1903, when the office was discontinued and the mail sent to Atlanta for delivery.[13]

It is entirely probable that the post office took its name from the springs nearby, though the designation "Cascade" was by no means in general use at that time. At any rate, as time went on Cascade Springs became a popular



Atlanta City Directory. 1894 387

Trust Company Of Georgia,

Equitable Building,

38-40 Edgewood Ave., - - - ATLANTA, GA

—CAPITAL, $300,000,00—

OFFICERS:

R. J. LOWRY, President. J. T. DARGAN, Vice-President. LITT BLOODWORTH, Secretary.

Board of Directors:

ROBERT J. LOWRY, J. T. DARGAN, GEORGE WINSHIP, JOEL HURT,
JOHN M. GREEN, PORTER KING, W. A. GREGG,
H. E. W. PALMER, JNO. C. KIRKPATRICK, C. D. HURT, J. C. JOHNSON,
ERNEST WOODRUFF, JOSEPH HIRSCH, D. O. DOUGHERTY.

Strictly a Trust and Safe Deposit Company. Acts as Executor, Administrator, Trustee, Receiver, and Registrar of Bonds and Stocks. Does a general Rental Business. Rents Safety Deposit Boxes in the most complete Burglar Proof Vault in the State. Loans Money on Real Estate and other Collateral. Negotiates the Sale of Bonds of all kinds, and undertakes to find money for first class undertakings.

H. CRONHEIM,

INSURANCE.

401 Kiser Law Building, Cor. Pryor and Hunter Sts.,

Take Pryor St. Elevator. TELEPHONE 1450.

S. T. WEYMAN G. W. CONNORS.

Weyman & Connors,

PRIVATE ✦ BANKERS.

Loans made on Collateral. Five Year Real Estate Loans.

Office 511 Equitable Bldg., - - Atlanta, Georgia

(From an original Directory, collection of Franklin M. Garrett)

The Trust Company of Georgia was three years old when this bold announcement was made in the City Directory of 1894. Along with all banking activities it still "undertakes to find money for first class undertakings," at the same stand, greatly enlarged

mecca for picnic parties, and the old Sandtown Road, upon which the springs were located, became Cascade Road. Now we have, besides the road, Cascade Avenue, Circle, Manor, Place and Terrace, not to mention an entire residential community of wide extent known as Cascade Heights.

It is not surprising that the old waterworks property, south of the city, should have developed into an amusement park, for there was no more picturesque spot within the environs of Atlanta. A preview of things to come was published in the *Constitution* on December 18, 1894:

> "Atlanta is to have a summer resort next season that will meet the wants of the pleasure loving people of the city.
>
> "The old waterworks property and lake south of the city has been leased for the purpose, and to its natural advantages as a delightful place will be added several thousand dollars worth of modern means of improvement and entertainment.
>
> "The property has been secured for a number of years by the Hale Investment Company and will at once be transformed into a pleasure resort which will be the delight of Atlantans. . . .
>
> "The plan of improvement consists of the building of an immense bathhouse, music stand, an open air theater, an aquarium, and a large and elegant pavilion. In addition to that several dozen rowboats and a number of elegant electric launches will be placed on the lake. . . .
>
> "Electrical displays will be arranged around the lake and the grounds will be made suitable for the holding of picnics, by fitting them up with water coolers, swings, croquet sets and other things for the amusement of the people.
>
> "The new electric railroad to the grounds will be known as the Atlanta electric railway and will run from a central point of the city.
>
> "Mr. Dayton Hale has the arrangements in charge, and he is in correspondence with managers of similar resorts elsewhere with the view of securing all of the latest and best features for a pleasure place of the kind. . . ."

While all of these grandiose plans were not carried out, the Lakewood Park Company, Dayton Hale, president; S. B. Turman, secretary, was organized not long afterward, and Lakewood began to fulfill its mission as a pleasure resort.

During the late summer of 1894, certain residents of Pryor Street became dissatisfied with that name. At the time, Pryor Street was being regraded and a vitrified brick pavement was being laid. Residents had also observed that their street ran in almost a straight line from Clark University to the Grand Opera House, and thence north, as Peachtree. They went so far as to suggest that residents of Peachtree Street might want to join in the creation of one long cross-town drive to be known as "Grand Avenue." The people of Peachtree, however, with great love and sentiment for their ancient and historic street designation, took a dim view of the proposal. So did city council. Pryor remained Pryor and Peachtree remained Peachtree.[14]

In early November, 1894, Martin J. Dooley, widely known as "Dooley the Bill Paster," was busy pasting up posters heralding the forthcoming local appearance of "Airy Fairy Lillian Lewis," who had a date to play *Cleopatra* in Mr. De Give's theater.

Certain good citizens objected to the eight-foot lithos of Lillian as the Egyptian Queen, claiming the lady was improperly dressed. Lillian's reputation as a lady who sported a golden-buckle garter and maintained a tame lion for a pet didn't help any. A case was made against Dooley and he was scheduled to appear in police court to answer for his public affront to the morals of the community. Indeed, Section 710 of the city code forbade anyone from exhibiting on walls, billboards, or in other public places anything indicative of immorality.

Lillian, in a card to the *Constitution,* submitted that the offending lithograph was a reproduction of a painting by J. Leon Gerome, the celebrated French artist, and that the picture was "high art" and without offense.

Apprised of the police action, Dooley suggested to Mr. De Give that he, Dooley, had better paste strips of paper over the offending image, which he proceeded to do. The strips carried the date of the appearance of Lillian and her show, and when Dooley and his cohorts of the paste buckets and brushes got through, practically nothing was left of the Nile beauty.

The ends of justice must be met, however, and the case was called for November 8th. Attorney Walter R. Brown, representing Dooley, summoned a panel of "experts," among whom were such solid citizens as J. F. Lester, A. Park Woodward, Clark Howell, Walter Howard, Morris Rich, Darwin Jones, W. B. Burke, Charles Beerman, H. M. Patterson, J. Frank Beck, John A. Fitten, Tom Paine, R. D. Mann, T. B. Neal, Joseph Thompson and Joel Chandler Harris.

Judge Andy Calhoun, of police court, ruled that the Cleopatra poster could be displayed. Judge Jim Anderson conducted the prosecution for the city. Judge Calhoun opined that the effect of a fine form could be viewed and enjoyed just as the beauty of a spirited race horse or the neck of a graceful swan. He could see nothing indecent or against the city code.

The Rev. W. O. Butler, city missionary of the M. E. Church and the original complainant, was first witness, and when asked for his opinion of the posters by Attorney Brown, testified that they were improper. Questioned further, Butler said that the posters would cause "lewd and lascivious thoughts" in the minds of young people. Brown cited the statuary on the lawns of Captain W. D. Grant and Major Livingston Mims, and asked Butler what he thought of them. Butler replied: "Well, if I had a home I wouldn't have them around in my yard."

Walter Howard could see no harm in the posters.

Clark Howell thought the figure rather ugly—a "hideous deformity"—he put it.

But the high moment came when Joel Chandler Harris was called to the stand. If the real feeling of the crowd had been restrained during the first part of the trial, it burst forth abundantly when "Uncle Remus" blushingly stepped forward to render his opinion. It was some time before order could be restored.

"What about the effect of Antony and Cleopatra?" asked Judge Anderson.

"No effect, judge, no effect, that is, on me. Those bills over there are just like all those horrible things. I would not like to have them about my backyard."

"But, what about the effect on the young?" asked the attorney.

"I don't know that I have any opinion about that."

"I would like to ask you," said the recorder, "just what effect a woman in tights—in blue tights—has on you, Mr. Harris?"

"No effect, sir."

This exhausted the knowledge of Uncle Remus on billboards and he was allowed to retire.

The show at De Give's went on, followed the next week by James Young in *Hamlet*.[15]

The most sensational local event of 1894, and one of the most notable in the criminal annals of Fulton County, was the murder of Forrest Lee Crowley, 28, of Roswell, by William J. Myers, 19, of Atlanta. The conviction of Myers, his death sentence, his dramatic escape from jail more than a year after the crime, and his complete disappearance, inspired excited speculation lasting for more than a decade.

Myers, native of a suburb of Cincinnati, Ohio, was the son of Benjamin P. Myers, proprietor of the Parlor Barber Shop on Broad Street in Atlanta. The family was well regarded in the city where they had resided for some years, and young Myers was a member of the Gate City Guard.

Crowley, a substantial young business man of Roswell, was the eldest son of Seaborn Crowley, a leading merchant of that town.

It is said that the two young men met during a fishing excursion on the Chattahoochee River, but under just what circumstances Myers hatched his diabolical plot will in all probability never be known. At any rate, Myers knew that the Crowleys were well fixed and that they kept mules for sale. During the weekend prior to the murder, which was committed on Tuesday morning, September 18th, Myers went to Roswell, where he saw Crowley. He posed as agent for a live stock dealer in Atlanta and arranged a sale. The mules were driven through the country by a Negro, and the Crowleys, father and son, with Myers, came from Roswell to Atlanta on the train early Tuesday morning, arriving on the Air-Line Belle.[16]

Forrest Crowley had some purchases to make and was known to have had three to five hundred dollars on his person. Soon after the trio arrived in Atlanta, Myers informed young Crowley that it would be necessary for them to drive out into the country in order for them to meet the man for whom he, Myers, was acting as agent, and to collect the money for the mules. The senior Mr. Crowley went about some business downtown, and the two young men went to the livery stable of Stewart & Bowden where they rented a horse and buggy, after which they drove off in the direction of West End.

Around noon of the same day Seaborn Crowley accidentally ran into Myers downtown and inquired as to the whereabouts of his son. Myers replied that he had last seen Forrest on East Alabama Street. Failing to find his son there, the father later ran into Myers again, this time in front of Folsom's Hotel on Marietta Street. In response to a second inquiry, Myers told Crowley that his son had hired a buggy and gone out in the country. Thoroughly alarmed by this time, Mr. Crowley made determined efforts to locate Forrest, all to no avail. Meanwhile, during the afternoon he saw Myers get in a hack on Whitehall Street and drive to the depot. He followed, and saw the young man go inside just as the East Tennessee train pulled out. Immediately thereafter Chief Connolly was notified, and an intensive hunt for Forrest Crowley was begun.

After checking every possible lead, the police learned late in the day that Myers and Crowley had driven together in a buggy through and beyond West End in the direction of West View Cemetery and a remote spot, then in the first stages of development, known as Westwood Park. Further, that Myers was later seen returning in the same buggy alone. It was decided to follow this clue early the next morning.

Shortly after daylight on the 19th a search party repaired to the spot where Myers and Crowley were seen to leave Gordon Road, just beyond its intersection with Sandtown Road (now Cascade Avenue). The trail led down a narrow dirt road, probably the present South Gordon Street, where a heavy rain the night before made buggy tracks plainly visible. The road led around an empty lake and across a newly constructed dam. Then the tracks turned into a long-deserted road and into a field covered with sedge grass and goldenrod. Mr. Crowley and City Detective E. M. Cason dismounted from their vehicle and began a search of the area[17] on foot. About 8 A.M., Seaborn Crowley found, under a bush, the body of his son, beaten, shot and robbed. Some of Forrest Crowley's money was overlooked, but the major portion was taken, together with a diamond ring and a gold watch. Later in the day the body was removed to the city in H. M. Patterson's undertaking wagon.

An intensive hunt was then instituted for the missing Will Myers. Telegrams and descriptive circulars were broadcast over the land. It developed during the day that after Myers returned to the city following the murder, he went to Eiseman & Weil's on Whitehall Street where he purchased a suit of clothes and a pair of shoes. He then engaged a room at Folsom's Hotel for the purpose of changing his clothes, after which he left hurriedly without paying the fifty cents due on the room.

At 1 o'clock A.M. on the 21st, the day Forrest Crowley was laid to rest in the Methodist cemetery at Roswell, Myers was arrested at the Indiana House in Cincinnati. The arrest was made by police officers Bolan and Gaffney of Covington, Kentucky, on a tipoff from a barber of that place, in whose shop Myers had stopped to have his hair dyed.

The fugitive, registered as J. C. Cunningham, admitted knowing all about the murder, but, further than to deny his own guilt, he refused to talk. He readily consented to go back to Atlanta without requisition papers.

Later, during the same day, Myers was taken to the office of Cincinnati Police Chief Deitsch and related a story from which he never deviated in any important particular. This story was substantially as follows, in Myers' words:

"Some months ago I met a gambler named Brown Allen,[18] who had a very pretty sister. I met the girl and fell in love with her, and while visiting at her home one night, we were in the room together and the door was locked. Her brother broke in the door [the old panel game] and at the point of a pistol made me agree to pay him $250. I got $25 and gave it to Allen. He told me to go and see my friend Crowley and get the rest of the money from him. If Crowley refused to give me the money, then I was to ask him to give the two mules he had, which I could sell and get the money.

"I went to Crowley, but he would give me neither the money nor the mules. I reported to Allen, who said:

" 'I'll get even with the ——!'

"Then it was fixed that I should induce Crowley to go with me to see a man who wanted to buy some mules. I did as I was told and Crowley and I started for the place. I wanted to weaken but Allen would not let me. We went to a place called Westwood, and Crowley was shown to a small hill, where the man who wanted to buy the mules would be found.

"Allen was in waiting, and when he saw Crowley he killed him. Allen then returned to where I was waiting, and hitting me in the face with a pocketbook said:

" 'I've killed him and there is your part,' at the same time handing me $31.

"We then went back to Atlanta and I came to this city."

That was about all anybody ever got out of Will Myers.

He was accompanied back to Atlanta by Chief Arthur B. Connolly and four other local officers, being lodged in jail upon his arrival. Indeed, Myers' attitude during the whole affair is illustrated by his manner on the train en route to Atlanta. He propped his feet on the back of the seat in front of him and puffed away at a big cigar, seeming to feel as safe and happy as though he were going on a pleasure jaunt. His conduct in jail, while awaiting indictment and trial was in keeping.

Neither police officers nor coroner's jury took much stock in the Brown Allen story, and Myers was indicted by the Fulton County grand jury on September 26th for the murder of Forrest Crowley. He was placed on trial before Judge Richard H. Clark in Fulton Superior Court on November 12, 1894. Chief defense attorney was William T. Moyers, assisted by Eugene M. Mitchell and Virgil Jones. The prosecution was conducted by Solicitor-General Charles Dougherty Hill, assisted by John Monaghan. Alexander Stephens Clay, of Marietta, was retained by the Crowley family to assist in the prosecution.

Long before starting time, Judge Clark's courtroom was filled to overflowing. Many women were in evidence. Sheriff James J. Barnes and his deputies had their hands full throughout the trial, not only in the maintenance of order, but in actually keeping enough space cleared so that the case could be properly conducted.

While there were no witnesses to the murder of Forrest Crowley, the State was able to weave around Will Myers an impregnable chain of circumstantial evidence. The defense strove valiantly to weaken the links in the chain, but to no avail. At 3 P.M. on November 16th, after an able charge by Judge Clark, the jury retired. One hour and twenty minutes later, as early dusk was falling on the short November day, the twelve good men and true returned with a verdict:

> "We the jury find the defendant guilty.
>
> A. S. Robbins, Foreman."

Nothing about Myers, save the nervous movement of both hands, indicated any feeling, but as the senior Myers entered the room and clasped his son's hands, tears came to the young man's eyes.

On Tuesday, December 18th, three months to the day after he murdered Forrest Crowley, Will Myers was sentenced by Judge Clark to die on the gallows February 8, 1895. Attorney Moyers immediately filed a motion for a new trial, which motion Judge Clark agreed to hear on January 12th, though he declined to suspend sentence.[19]

To make a long story at least somewhat shorter, Myers secured a new trial in May, 1895, and was again convicted and given the death penalty. Then, on October 21, 1895, while awaiting an appeal to the Supreme Court of Georgia, the prisoner effected his dramatic escape from the Fulton County jail, then located on the east side of Fraser Street between Hunter and Fair streets.

At 3:30 P.M., that day, Mrs. D. S. Kellam, a friend of Myers' mother, went to the jail at the request of the latter, presumably to talk to the condemned murderer about his future. Since women were not allowed in the jail proper, Myers was brought from his cell to the front office, facing Fraser Street, but barred therefrom by a heavy iron door. Present in the office at the time were Jailer Mardis, Assistant Jailer Pollock, a middle-aged Hungarian, and a prisoner named Goza, being visited by his wife.

Shortly before 4 o'clock Jailer Mardis left the room for a moment. At the same time Mrs. Goza rose to leave and Assistant Jailer Pollock opened the heavy iron door to let her out. Just as Pollock began to close the door, Myers leaped out of his chair. Covering the fifteen feet or so to the door in the twinkling of an eye, he knocked the aging jailer aside, burst through the doorway and was headed south on Fraser Street toward Fair before Pollock regained his balance or anyone else realized what had happened. As Myers reached Fair Street, Pollock, yelling at the top of his voice, took off, unarmed, in pursuit.[20] Myers turned west into Fair, and reaching Crew Street, turned south. Pollock gave out of breath at Crew and Fair, just in time to see his quarry turn left into an alley a half block south of Fair Street. That was the last time anyone interested in Myers' capture ever saw him. He had vanished as completely as if the earth had opened and swallowed him up.

The escape created a sensation. Sheriff Barnes was boiling mad. Seaborn Crowley was disgusted. Every law-enforcement officer in the city and county was alerted. Every railroad and wagon road leading from the city was placed under careful scrutiny. The news was broadcast over the country. Jailer Mardis and Assistant Jailer Pollock were discharged. All in vain.[21] For the next decade, and even longer, the Atlanta police continued to receive false leads as to the whereabouts of Will Myers. Perhaps somewhere today, William J. Myers, an old man approaching 80, will, if his conscience permits, give an occasional chuckle in remembrance of the clever slip he gave Atlanta law-enforcement officers nearly 60 years ago.[22]

Father Time, in 1894, as in former years, exacted his toll of old and well-known citizens. Among them were Elgin Lochrane, a successful young lawyer and son of the late Judge O. A. Lochrane; William H. Parkins, noted architect; Lewis Schofield, ante-bellum Atlanta ironmaster, born in England and died in Chattanooga; Judge Samuel B. Hoyt, native of Blount County, Tennessee, a resident of Atlanta since 1852, lawyer, judge of the City Court in the late 1860's, and banker; A. P. Tripod, born in Switzerland, paint merchant and dealer in artists' materials; Alhana P. Wood, son of pioneer citizen Nimrod Wood, an old-time furniture dealer; W. J. Van Dyke, Pennsylvania-born banker and capitalist and a prominent resident of West End; John J. Falvey, wholesale commission merchant and native of Chicago; Daniel "Uncle Dan" Johnson, born in Elbert County in 1800 and a resident of De Kalb County since 1824, former sheriff and pioneer member of the Legislature from De Kalb. The section in northeast Atlanta along Highland Avenue and Johnson Road, known as Johnson Estates, is on the land once owned and farmed by Daniel Johnson; Colonel Robert M. Brown, originally of Mecklenburg County, North Carolina, a prominent and pioneer resident of Decatur; Philip Dodd, senior member of the pioneer wholesale grocery firm of P. & G. T. Dodd; Quintard Peters, youngest son of the late Richard Peters; James M. Toy, a native of Philadelphia, who came to Atlanta in 1846 and had been employed as a locomotive engineer on the A. & W. P. Railroad since the road was built. He was personally known to every officer and stockholder of the line and held their universal respect; Captain E. Frank Couch, thrice-wounded Confederate soldier, valiant Atlanta police officer and first local chief of detectives; Judge John Bryce, native of Abbeville, South Carolina, resident of De Kalb County since 1824 and a former judge of the Inferior Court of that county; George W. Graham, a member of city council during 1871 and one of only two Negroes ever so to serve; James Caldwell, a veteran of the Indian wars, resident of Atlanta since 1850 and a pioneer merchant; Michael E. Maher, born in Ireland, former member of city council and well-known stone and masonry contractor; Judge James F. Walker, veteran justice of the peace of the Peachtree District, older brother of Benjamin F. "Doc" Walker and son of pioneer citizen Samuel Walker; F. M. Richardson, an Atlanta merchant since 1858 and manufacturer, during the war, of canteens and camp kettles for the Confederate Army; J. A. Alexander, born in Charleston, South Carolina, son of pioneer Atlantan Aaron Alexander, a graduate of West Point, Confederate soldier and extensive local realty owner; John S. Oliver, pioneer cotton merchant, and Dr. Theodore F. Schumann, German-born graduate chemist and a well-known Whitehall Street druggist since 1869.[23]

The majority of these well-known citizens were buried in Oakland Cemetery where, on Memorial Day, April 26, 1894, occurred the unveiling of a replica of the world-renowned Lion of Lucerne. This striking monument of Georgia marble, executed by T. M. Brady of Canton, Georgia, was erected by the Atlanta Ladies' Memorial Association in memory of the unknown Confederate dead. It is only a few feet from the tall Confederate shaft, erected by the same organization and unveiled exactly twenty years before.[24]

NOTES—CHAPTER 72

[1] Cooper, *The Story of Georgia,* III, 344-345.

[2] *Ibid.*, 345; Saye, *Constitutional History of Georgia,* 329.

[3] "Garrett's Necrology."

[4] *Annual Reports, City of Atlanta,* 1899, p. 590; *City Directory,* 1894.

[5] *City Directory,* 1894.

[6] *Atlanta Constitution,* June 19-20, 1894; Northen, ed., *Men of Mark in Georgia,* IV, 367; *Atlanta Journal,* May 20, 1910.

[7] December 27, 1894.

[8] *Atlanta Constitution,* Dec. 28, 1894.

[9] *Ibid.,* Nov. 17, 1894.

[10] *Ibid.,* Dec. 2, 1894.

[11] *Ibid.,* Jan. 7, 1924.

[12] *Ga. Laws,* 1894, p. 177.

[13] Record of Postmasters, Fulton.

[14] *Atlanta Constitution,* Aug. 28-29, 1894.

[15] *Ibid.,* Nov. 5, 9, 1894.

[16] At this time, and until 1918, Roswell had railroad connections with Chamblee. The Roswell Railroad, a branch of the Southern, terminated on the south bank of the Chattahoochee River. Passengers were driven up the long hill to Roswell by hack.

[17] The general area where South Gordon Street skirts the southeastern corner of the West View Cenetery property.

[18] A prominent Atlanta retail drug firm of the period was Brown & Allen. Myers no doubt used this name, dropping the "&." as a name for the fictitious gambler.

[19] *Atlanta Constitution,* Sept. 19-Dec. 19, 1894.

[20] He had left his pistol in a desk drawer in the jail office.

[21] *Atlanta Constitution,* Oct. 22-Oct. 29, 1895.

[22] On Oct. 11, 1941, the late Alex A. Meyer, no kin to Will Myers, stated in the presence of Wilbur G. Kurtz, Sr., Franklin M. Garrett and others, that Benjamin P. Myers (died 1916) told him that Will, his son, had been killed in Cuba. As to how or when, the senior Myers did not say. Alex Meyer did not recall even the approximate date that this information was given to him.

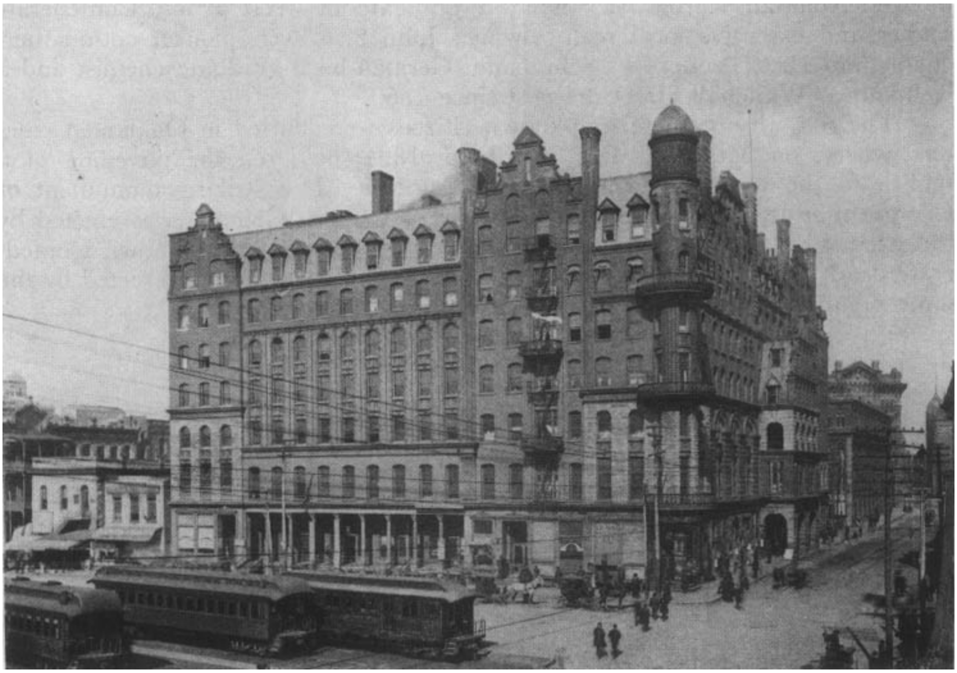
[23] "Garrett's Necrology."

[24] *Atlanta Constitution,* April 27, 1894.

CHAPTER 73

1895

THE city primary held on October 3, 1894, for officers to serve during 1895 was unique. Since Atlanta's first mayor, Moses Formwalt, and his council of six, were elected in January, 1848, the chief executive and council members had been chosen by popular vote. Ministerial officers were then elected by council. The uniqueness of the 1894 primary lay in the fact that for the first time, local ministerial officers were also elected by popular vote. In this connection, a close observer of many past city elections commented on the evening of October 3rd:



(Courtesy Atlanta Historical Society)

The Kimball House as photographed in 1895. Both Pryor and Whitehall Streets crossed the railroad tracks at grade. The new Plaza Park now covers the area occupied by the railroad passenger cars.

> "I have never seen anything like it in Atlanta and I do not believe any worker or heeler in the city succeeded in changing as many as twenty votes.
>
> "It has been a day of the hardest work at the polls I have ever seen. Every candidate has certainly done better work than was ever done before in Atlanta, and the work was done before the polls opened. When a voter left home or his place of business this morning or at any time during the day he had made up his mind how he was going to vote and had that vote in his vest pocket, and there was no use in anyone approaching him for a change. It convinces me that the election of the city officers by the people has caused the people to become thoroughly posted as to the worth of the candidates."[1]

Porter King, the successful candidate for mayor (he had no opposition worthy of the name), was a young lawyer of 37, a native of Marion County, Alabama, and a resident of Atlanta since 1882. Of a pleasant, easy nature, cultured mind and affable disposition, it did not take him long to become known in the city. He served ably in city council and was later elected a member of the legislature from Fulton County.[2]

Successful aldermanic candidates were Joseph Hirsch, of the clothing firm of Hirsch Brothers, for the North side, and Marcus L. Tolbert, realtor, from the South side. The winning candidates for councilman were:

First Ward, Thomas C. Mayson, real estate dealer.
Second Ward, Thomas J. Day, restaurateur.
Third Ward, Walter S. Bell, lumber dealer.
Fourth Ward, John A. Miller, president Southern Live Stock Insurance Co.
Fifth Ward, George H. Sims, retail grocer.
Sixth Ward, Hugh T. Inman, capitalist.[3]

John W. Nelms held over as the single member of council from the Seventh Ward (West End).

Several of the ministerial offices were hotly contested. The winners were:

City Clerk, John W. Phillips over Charles F. Rice and John Collier.
Marshal, J. W. Humphries over E. S. McCandless and Oscar Hall.
Treasurer, Joseph T. Orme over W. T. Wall.
Tax Collector, E. T. Payne over James Banks.
Engineer, R. M. Clayton over H. T. McDaniel.
Commissioner of Public Works, David G. Wylie over R. H. Clarke and Hugh Angier.
Comptroller, J. H. Goldsmith over G. H. Holliday.
Attorney, James A. Anderson, not contested.
Sexton, Thomas A. Clayton over Charles D'Alvigny and W. H. Bettie.[4]

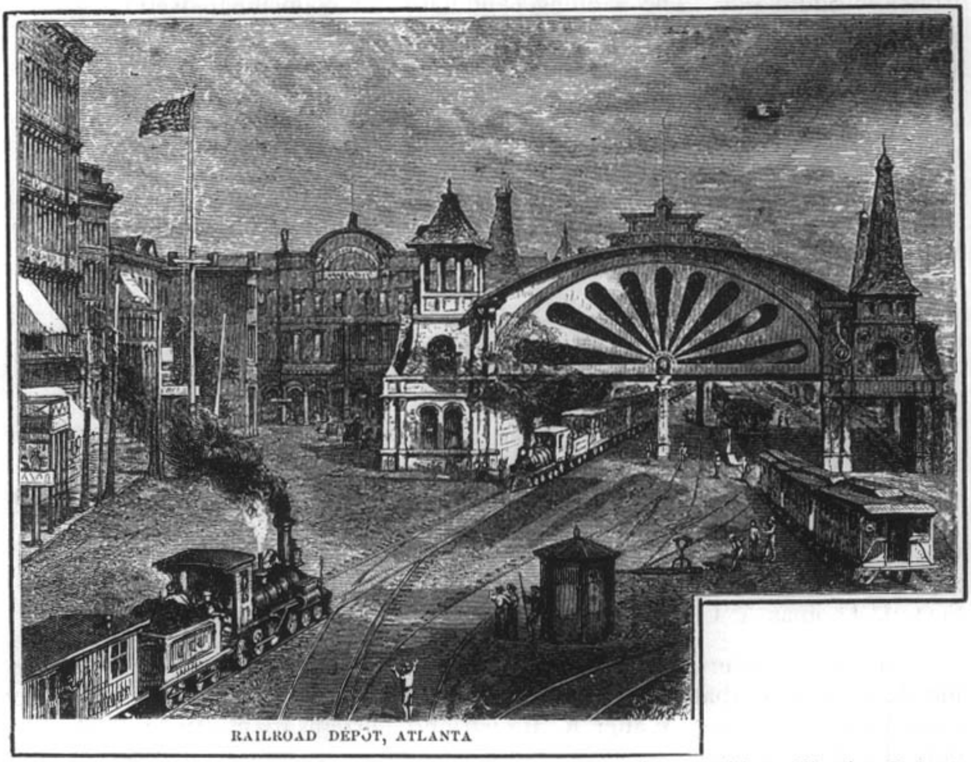
All of the incumbent officers of Fulton County continued in office during 1895, except that three new commissioners took office that year. They were Jack J. Spalding, Walter R. Brown and Forrest Adair. In De Kalb, the only change was in the treasurer's office wherein J. L. Johnson succeeded J. A. Mason on January 14th.[5]

The city over which Porter King and his associates in council presided, was, in late 1895, enlarged. By Act of the Legislature, approved December 13th, the city limits were extended for the first time since Fulton County was organized, to the De Kalb County line, and included the territory immediately east of Inman Park to the present Little Five Points. The new acquisition was bounded on the north by Highland and Cleburne avenues; east, by Moreland Avenue, then called County Line Road; south, by the Georgia Railroad, and west by the old city limits at approximately Waverly Way and its prolongation north to Highland Avenue.[6]

Another Atlanta suburb, since 1926 a part of the city, became an incorporated town with a mayor and five councilmen, by Act of the Legislature approved December 16, 1895.[7] The new town was called Battle Hill from the fact that its entire limits were in the area where, on July 28, 1864, had been fought the Battle of Ezra Church. The community had boasted a U. S. postoffice, known as West Atlanta, since August 14, 1889, with Jacob M. Toland as postmaster. The office became Battle Hill on May 2, 1896, with Paul Toland as postmaster. It was discontinued on February 21, 1903, the mail thereafter being delivered from Atlanta.[8]

Two downtown improvements of 1895, though diverse as to purpose, were widely welcomed, a new Broad Street bridge and the New Lyceum Theater.

The former, fifth in succession, and the second iron structure to span the railroad tracks at this point, was erected at a cost of $22,000 and at a time when the automobile was barely a cloud on the horizon. The new bridge was to witness the advent of the auto and the decline of the horse, for it stood until replaced by the present concrete structure in 1931.[9]



(Courtesy Atlanta Historical Society)

Old Union Station or car-shed, 1895, between Pryor Street and Central Ave., Erected 1871, torn down 1930.

The New Lyceum Theater, built by Thomas H. Bowles at the southwest corner of Edgewood and Piedmont avenues, had its gala opening on the night of April 29th. Said the *Constitution* on that occasion:

"If the opening night may be taken as a criterion by which to judge what is to follow the New Lyceum Theater is destined to a career of brilliant success.

"Bright and beautiful is the little playhouse. As pleasing to the eye as it is possible for the artists to make a house of its kind, and apparently thorough and complete in all its equipment, the Lyceum is a decided addition to Atlanta's public buildings, and its inauguration gives Atlanta a third[10] splendid theater.

"In the dedication, as in the theater itself, everything was up to the mark last night. The audience was a brilliant one, the opening exercises were interesting and appropriate, and the production of 'Richelieu,' by Mr. Lewis Morrison and his company of players, was thoroughly excellent.

"The audience began coming early. As the people approached the theater they saw the lights hanging from the outer walls to bespeak the brilliancy within, and as they stepped inside they found that these electric prophets had not played them false. It was indeed a scene of beauty. The foyer, like the body of the house, is in bright, cheerful tones; there is an artistic and pretty staircase leading to the balcony above; the ticket offices, the check rooms, all the accessories, were found well located; and inside—

"Well, the proverbial 'blaze of glory' may not be out of place in describing it. Under the blaze of the hundreds of electric lights the interior decoration was almost dazzling in its brilliancy. White and gold predominate in the decorations, and the blending has been done by artists. . . .

"Atlanta society was out in force in honor of the occasion. A complete list of those who were present would sound very much like a roll call of the guests at some large social function and of the prominent patrons of the arts resident here. Among those noticed were Governor Atkinson, with a bodyguard of three of his handsomest colonels, Messrs. Calloway, Messick and Blalock; Mayor and Mrs. King, Mr. and Mrs. Joseph Thompson, Mr. and Mrs. T. H. Bowles, Mrs. Edward Sanderson, of Milwaukee, Captain and Mrs. R. J. Lowry, Mr. and Mrs. Eugene Spalding, Mr. and Mrs. J. K. Ottley, Mr. and Mrs. Frank Bell and their guest, Miss Usner, of Chicago, Mr. and Mrs. Hubert Culberson, Mr. and Mrs. H. C. Peeples, Miss Cabaniss, Miss Glenn, Mr. Black and Mr. Cohen, Miss Margaret Newman, Mr. Shedden and Mr. Kiser, Miss Orme, Mr. Slaton, Mr. Block, Mr. and Mrs. W. C. Glenn, Mr. D. W. Rountree, Mr. and Mrs. Henry Francis, Miss Peel, Judge J. H. Lumpkin, Mr. Charles A. Read and others. The audience was in evening dress and was a brilliant one.

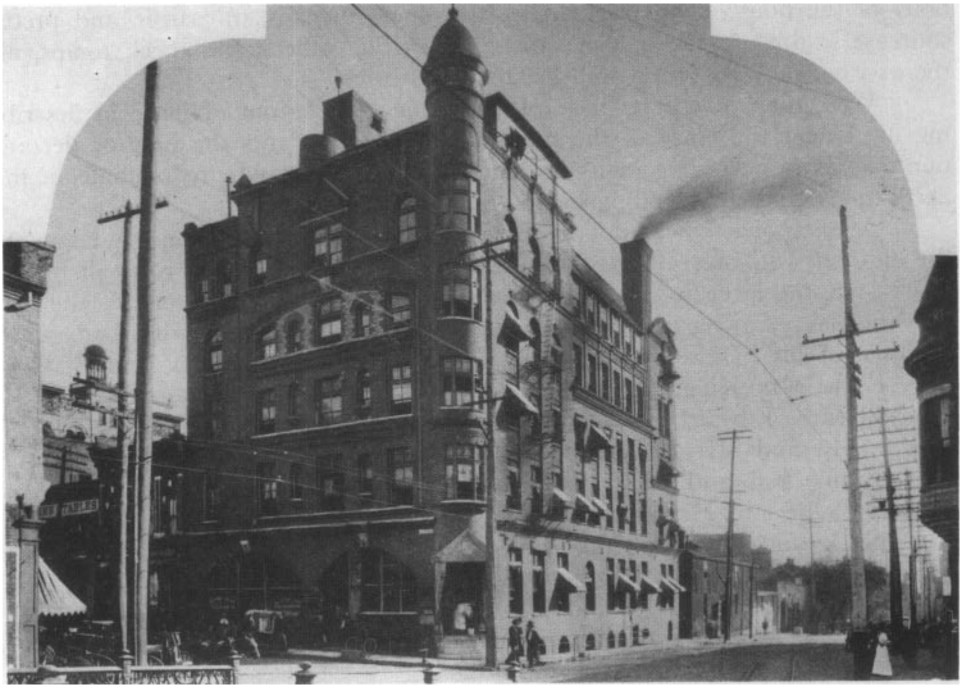
"Mr. L. L. Knight was the master of ceremonies in charge of the formal dedicatory exercises. It was half-past 8 o'clock when the curtain rose. Seated on the stage with Mr. Knight were Mr. Bowles, Captain Lowry, Mr. Eugene Spalding, Mr. Joe Johnson, Mr. Hubert Culberson, Judge Lumpkin, Mayor King, Mr. C. A. Read and Mr. Henry Greenwall.

"Mr. Knight, in his introductory remarks extended the appropriate congratulations all around, and spoke of the power for good of the theater. He introduced Mayor King, who spoke of what was owed Mr. Bowles and Mr. Greenwall for their splendid addition to Atlanta's public buildings. . . . In his official capacity he gave hearty welcome to the enterprise. . . ."[11]

During the summer of 1895, when most Confederate veterans were approaching, or in, late middle age, the Atlanta Chapter of the United Daughters of the Confederacy, the second in the State, was organized on July 18th. The organization was perfected at the home of Mrs. Edward C. Peters, on Ponce de Leon Avenue, by Mrs. C. Helen Plane, who was elected president.

The first work of the new Chapter was the erection of a hall at the Cotton States and International Exposition for the housing of Confederate relics. Indeed, this exhibit was a focal point of interest on November 7th, which was designated as Confederate Day at the Exposition. On the day following a convention of the Daughters of the Confederacy was held in Atlanta, during which the Georgia Division was organized, with Mrs. Plane as president.

During its nearly sixty years of existence the Atlanta Chapter has loyally supported the work of the general organization. In 1920, during the presidency of Mrs. John A. Perdue, the Chapter bought a house and lot at the southwest corner of Juniper and Sixth streets, where its home was established. The building was thrown open to the public in May, 1923, with an appropriate celebration. One of its rooms has been made a museum for Confederate relics and souvenirs, including a replica of the Great Seal of the Confederacy.[12]



(*Courtesy Atlanta Historical Society*)

Atlanta Constitution Building, 1895. This downtown landmark was occupied by the newspaper from 1884, when it was erected, until 1949, when an impressive new building and plant were completed diagonally across the street

While Atlanta was to play host to a number of distinguished visitors in late 1895, during the Cotton States and International Exposition, some worthy of note came earlier in the year. The first was a woman then in the twilight of a notable career in behalf of suffrage for her sex. The other, who came a few months later, was a young man, prominent then, and for the next three decades in the world of organized labor.

Miss Susan B. Anthony arrived on January 30th and took quarters in the Aragon Hotel, as did most of the co-workers who came with her. The purpose of Miss Anthony's visit, her first, with one exception in 1884, to the South, was to preside over the twenty-seventh annual gathering of the National American Woman Suffrage Association. The gathering was held in De Give's Opera House at Forsyth and Marietta streets.

Delegates flocked to Atlanta from every point of the compass. At 3 P.M., on January 30th, a particularly large group arrived from the northwest. Unable to secure accommodations in the omnibus at the depot, they immediately set out on foot for the Aragon, taking their satchels in their own hands. They seemed oblivious of the little black porters that lurked about the depot and merely asked for directions to the hotel. They moved along Pryor Street in quite a lengthy procession, and reaching the hotel, were cordially greeted by those who had already arrived.

During the course of an interview with a *Constitution* reporter, Miss Anthony said:

> "Yes, I am fully aware of the fact that you have many gifted and brilliant women in the South and I hope to see them all arrayed under the suffrage banner. I hope the women of Atlanta will attend the convention and get an idea of the movement. I do not pretend to be an eloquent speaker myself, but we have quite a number of them in the convention and I can promise all who attend the meetings that a pleasant treat is in store for them."[13]

The convention, which lasted through Saturday, February 2nd, was a success from the standpoint of enthusiasm, though national suffrage for women was still a quarter of a century away.

Samuel Gompers, a founder of the American Federation of Labor, and president thereof from 1882 until his death in 1924, with the exception of the year 1895, arrived in Atlanta on May 10th, and was entertained royally by the labor men of the city. That evening he delivered an interesting and strong address at the Turn Verein Hall (38½ Marietta Street), which was listened to by one of the largest, most intelligent and enthusiastic audiences of artisans Atlanta had gathered together in many a day.

During the day, prior to his speech of the evening, Mr. Gompers was conducted to the Kimball House by a reception committee, where a suite of rooms had been reserved for him. Reported the *Constitution*:

> "At two o'clock the visitor and members of the committee boarded the Traction's special at the Constitution Building and started for East Lake.[14] Out at the lake the party was joined by a large delegation of laboring men who had gone before, and later by a large number who came after. There was on hand a band and the dancing pavilion was freshly waxed for the afternoon.
>
> "There was dancing, in which the visitor took part, and during which he showed an easy, graceful step in time with the music. Then there was a yacht ride of nearly an hour on the lake, and during that ride Mr. Gompers talked quite readily to the few friends and members of the press with him."[15]

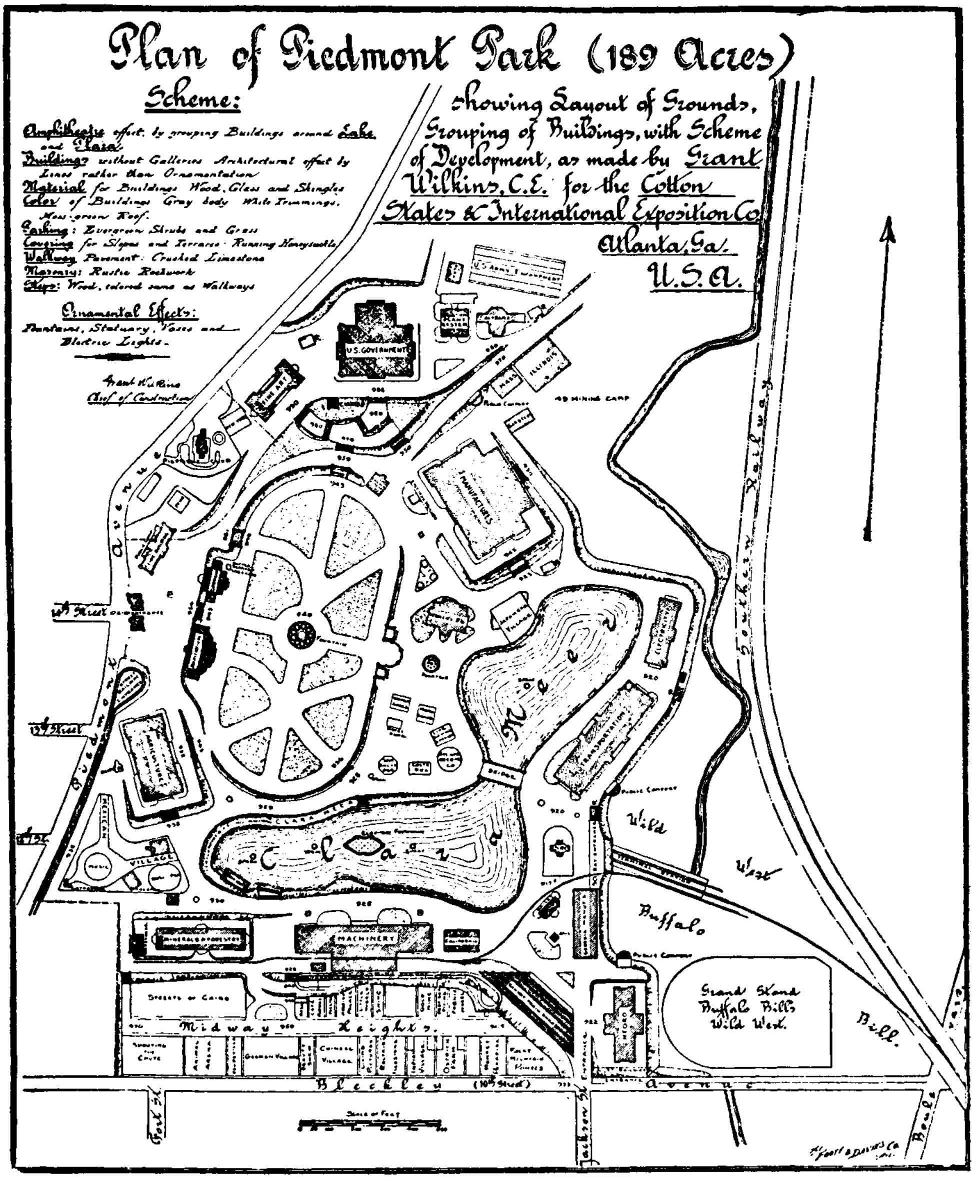
The labor chief left Atlanta the next day for Birmingham.

Eighteen ninety-five will always be remembered locally as the year of The Cotton States and International Exposition.

The late Walter G. Cooper, Chief of the Department of Publicity and Promotion for that great event, summed up later:

> "The Cotton States and International Exposition, Atlanta's greatest public enterprise, was a two-million-dollar show, given when the vigorous young city had only 75,000 people, in a year when the bank clearings were only sixty-four millions, one-fiftieth of their volume in later years [he was writing in 1934],

after a great panic and during a depression so severe that, as the chairman of the Exposition Finance Committee [Samuel M. Inman] afterward said, it was hard to tell which of the merchants on Whitehall Street were solvent.


Plan of Piedmont Park (189 Acres)
showing Layout of Grounds, Grouping of Buildings, with Scheme of Development, as made by Grant Wilkins, C.E. for the Cotton States & International Exposition Co. Atlanta, Ga. U.S.A.
Scheme:
Amphitheatre effect by grouping Buildings around Lake and Plaza.
Buildings without Galleries Architectural effect by Lines rather than Ornamentation
Material for Buildings Wood, Glass and Shingles
Color of Buildings Gray body White Trimmings. Moss green Roof.
Parking: Evergreen Shrubs and Grass
Covering for Slopes and Terraces: Running Honeysuckle
Walkway Pavement: Crushed Limestone
Masonry: Rustic Rockwork
Steps: Wood, colored same as Walkways
Ornamental Effects:
Fountains, Statuary, Vases and Electric Lights.
Grant Wilkins
Chief of Construction
U.S. GOVERNMENT
U.S. ARMY ENCAMPMENT
FINE ART
MASS.
ILLINOIS
49 MINING CAMP
MANUFACTURES
ELECTRICITY
TRANSPORTATION
Lake Clara Meer
MINERALS & FORESTRY
MACHINERY
NEGRO
STREETS OF CAIRO
Midway Heights
SHOOTING THE CHUTE
GERMAN VILLAGE
CHINESE VILLAGE
MEXICAN VILLAGE
Wild West
Buffalo
Grand Stand Buffalo Bill's Wild West.
Piedmont Avenue
Southern Railway
Belt Line
Bleckley (10th Street) Avenue
Fort St.
Jackson St.
Boule
14th Street
12th Street
11th St.
SCALE OF FEET
Foote & Davies Co. Atl.

A plan showing the location of buildings and other attractions at Piedmont Park in connection with the Cotton States and International Exposition, Sept. 18-Dec. 31, 1895. From the official catalogue of the Exposition.

"By that great effort the people of Atlanta not only lifted the community out of the depths of depression, but started a new era of progress for Atlanta and raised the city from a provincial capital to a lusty young metropolis which grew at a tremendous pace in population, trade, industry and finance, and advanced steadily on higher and broader lines of development.

"The Exposition was financed by the joint efforts of business men, the city and the county, and was managed by three score of the master minds and master builders of Atlanta. It had exhibits by many States, by the United States Government and by some of the great nations of Central and South America.

"It had 6000 exhibits; within 100 days admitted 800,000 visitors and on Atlanta Day had on the grounds [Piedmont Park] 55,000 people—about equal to three-fourths of the city's population.

"The publicity of the Exposition was world wide. Articles on it appeared in the press of every part of this country and in nearly all great foreign countries. During the Exposition period it was visited by 26 State Press Associations, including 3500 editors and writers. By courtesy of the State Department the Exposition publications were sent to United States consuls all over the world and they had instructions to give the enterprise publicity in the press of the countries where they were stationed.

"The Exposition publicity department received clippings about the Exposition from newspapers and periodicals published in all parts of the world, printed in English, French, German, Italian, Spanish, Portuguese, Russian, Arabic, Chinese and Japanese. It was estimated that the Exposition received altogether within a year 100,000 press notices. Atlanta never had such publicity, before or since."[16]

Credit for suggesting the Exposition belongs to William A. Hemphill, then business manager of the *Constitution* and formerly mayor of the city. He made the suggestion in December, 1893, his mind having been turned to the subject by seeing an announcement of the Cotton Palace at Waco, Texas. The *Constitution* backed the project editorially and during the Christmas holidays a mass meeting was held at the Chamber of Commerce to take action on the subject. Samuel M. Inman presided over a crowd of some 300 business and professional men. The meeting resulted in the appointment of a strong committee of twenty-five to formulate plans and begin the work. Within a short time the committee secured a sum considered requisite for a Guarantee Fund. The city council appropriated $75,000 and the citizens subscribed $134,000. In addition, Fulton County did $150,000 worth of work in Piedmont Park, the site selected for the Exposition. However, the event grew to proportions beyond all anticipation, and cost, in the aggregate more than $2,000,000.[17]

In naming the Exposition, two ideas were in view. One was to make an exhibition of the resources of the cotton states. The other was to stimulate trade with the Spanish-American countries. These ideas gave character to the Exposition, both of which found expression in its name.[18]

On January 8, 1894, a temporary organization was effected by the election of several officers including W. A. Hemphill as president and Howard E. W. Palmer as director-general. Subsequently Mr. Hemphill retired for business reasons, and Charles A. Collier was elected to succeed him. Later in the year Mr. Palmer suffered a prolonged attack of typhoid fever and was obliged to retire. Mr. Collier was then made president and director-general, an office which he filled most credibly. Soon thereafter a permanent organization was effected with the following officers, directors and committees:

OFFICERS

Charles A. Collier, President and Director General
William A. Hemphill, First Vice-President
Henry H. Cabaniss, Second Vice-President
William D. Grant, Third Vice-President
Edmund L. Tyler, Fourth Vice-President
Anton L. Kontz, Treasurer
Jack J. Spalding, General Counsel
Alex W. Smith, Auditor
Edward S. McCandless, Assistant Auditor
John R. Lewis, Secretary
Edwin F. Blodgett, Assistant Secretary
Grant Wilkins, Chief of Construction and Landscape Engineer
Bradford L. Gilbert, Supervising Architect
Charles F. Foster, Mechanical and Electrical Engineer
Daniel C. Gilman, Commissioner of Awards

COMMISSIONERS

C. H. Redding, Commissioner to Mexico
Isaac W. Avery, Commissioner to South America
A. Macchi, Commissioner to Europe
Alfonso Faber, Commissioner to Austria

CHIEFS OF DEPARTMENTS

Grant Wilkins, Construction
E. L. Tyler, Transportation
Walter G. Cooper, Publicity and Promotion
J. H. Allen, Machinery
H. M. Atkinson, Electricity
D. T. Day, Minerals
B. E. Fernow, Forestry
Horace Bradley, Fine Arts
A. W. Smith, Public Comfort
W. J. Northen, Education
E. A. Felder, Admissions and Concessions
James R. Wylie, Agriculture and Dairy
E. P. Chamberlin, Manufactures and Liberal Arts
H. L. Wilson, Live Stock

BOARD OF DIRECTORS

A. D. Adair
Forrest Adair
M. L. Adler
J. H. Allen
M. F. Amorous
H. M. Atkinson
W. Y. Atkinson, ex-officio
W. H. Baldwin, Jr.
E. P. Black
W. H. Black
Rufus B. Bullock
H. H. Cabaniss
E. P. Chamberlin
C. A. Collier
Fulton Colville
Wm. L. Cosgrove

Green T. Dodd
R. P. Dodge
D. O. Dougherty
J. W. English
J. W. English, Jr.
C. A. Evans
H. E. Fisher
W. D. Grant
T. A. Hammond
P. H. Harralson
Geo. W. Harrison
C. E. Harman
W. A. Hemphill
Clark Howell
E. P. Howell
H. T. Inman
S. M. Inman
Porter King, ex-officio
Clarence Knowles
A. L. Kontz
I. Liebman
R. J. Lowry
John A. Miller
Livingston Mims
T. B. Neal
John W. Nelms
C. S. Northen
W. J. Northen
J. G. Oglesby
H. E. W. Palmer
E. C. Peters
F. P. Rice
E. Rich
Alex W. Smith
E. C. Spalding
R. D. Spalding
J. J. Spalding, ex-officio
Joseph Thompson
E. L. Tyler
W. H. Venable
B. F. Walker
A. J. West
Grant Wilkins
H. L. Wilson
S. F. Woodson
David Woodward
James R. Wylie

EXECUTIVE COMMITTEE

J. W. English, Chairman

Forrest Adair
H. T. Inman
H. L. Wilson
F. P. Rice
R. D. Spalding, Vice-Chm.
E. P. Chamberlin
M. F. Amorous
A. W. Smith

FINANCE COMMITTEE

S. M. Inman, Chairman

W. D. Grant
H. M. Atkinson
R. J. Lowry
T. B. Neal

COMMITTEE ON GROUNDS AND BUILDINGS

J. R. Wylie, Chairman

E. P. Black
E. C. Peters
H. L. Wilson
B. F. Walker[19]

One of the most active and effective organizations connected with the Exposition was the Women's Department. The Board of Women Managers was composed as follows:

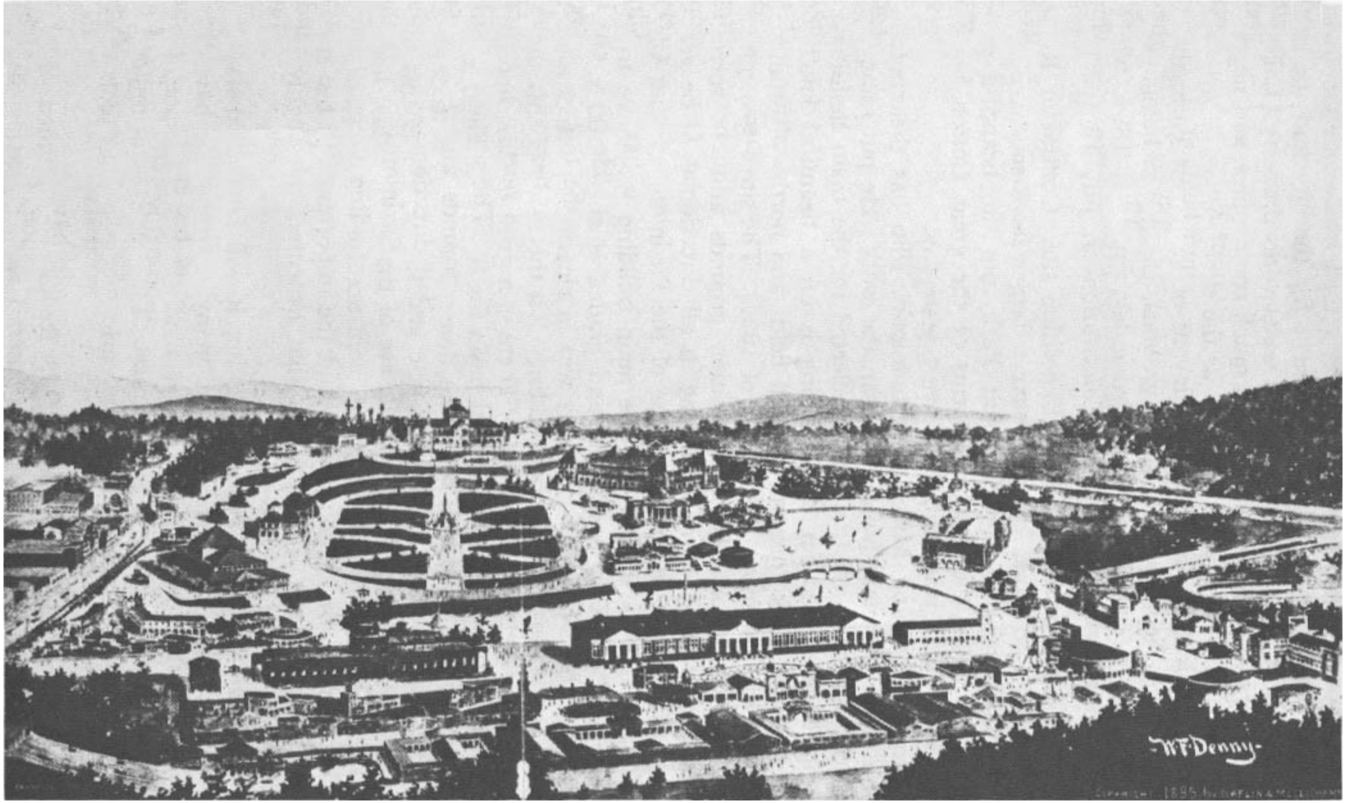
Mrs. Joseph Thompson, President; Mrs. W. C. Lanier, 1st Vice-President; Mrs. S. M. Inman, 2nd Vice-President; Mrs. W. Y. Atkinson, Honorary Vice-

President; Mrs. Hoke Smith, Honorary Vice-President; Mrs. A. B. Steele, Secretary; Mrs. A. E. Thornton, Treasurer; Mrs. A. H. Cox, Auditor; Mrs. W. H. Felton, Chairman Executive Committee; Mrs. N. P. Black, Vice-Chairman Executive Committee; Mrs. Loulie M. Gordon, Representative-at-Large; Mrs. R. S. Barrett, Representative-at-Washington, D. C.; Mrs. W. G. Raoul, Chairman Finance Committee; Mrs. W. A. Hemphill, Mrs. J. K. Ohl, Mrs. W. M. Dickson, Mrs. E. C. Peters, Mrs. Hugh Hagan, Mrs. Robert Lowry, Mrs. E. L. Tyler, Mrs. H. L. Wilson, Miss Nettie Sergeant, Miss Ella Powell, Honorary Member; Miss Corinne Stocker, Honorary Member; Mrs. Charles Collier, Mrs. Clark Howell, Jr., Mrs. B. W. Wrenn, Mrs. Porter King, Mrs. George Traylor, Mrs. Grant Wilkins, Mrs. H. B. Tompkins, Mrs. Morris Brandon, Mrs. W. L. Peel, Mrs. Hugh Angier, Mrs. W. D. Grant, Mrs. W. R. Hammond, Mrs. John Keely, Mrs. A. V. Gude, Mrs. James O'Neill, Mrs. Clarence Knowles, Mrs. Rhode Hill, Mrs. H. H. Cabaniss and Mrs. Carroll Payne.[20]

Committees

Agriculture and Horticulture: Mrs. H. L. Wilson, Chairman.
Architectural Designing: Mrs. John Keely.
Awards: Mrs. W. H. Felton.
Assignment of Space: Mrs. S. M. Inman.
Sales Room: Mrs. W. R. Hammond.
Buildings: Mrs. E. C. Peters.
Colonial: Mrs. W. L. Peel.
Confederate Relics: Mrs. E. C. Peters.
Cooking School: Mrs. A. V. Gude.
Decorative and Applied Art: Mrs. E. L. Tyler.
Educational: Miss Nettie Sergeant.
Fine Art, Sculpture and Loans: Mrs. W. M. Dickson.
Floral Display: Mrs. W. C. Lanier.
Working Exhibits: Mrs. Clark Howell, Jr.
Hospitals and Day Nursery: Mrs. Nellie Peters Black, Mrs. Wm. Tod Helmuth, New York.
Library: Mrs. Porter King.
Mexican Exhibit: Mrs. W. G. Raoul.
Music: Mrs. Hugh Angier.
Patents and Inventions: Mrs. W. D. Grant.
Press: Mrs. J. K. Ohl.
Professional Work of Women: Mrs. W. A. Hemphill.
Reception and Entertainment: Mrs. Clarence Knowles.
Silk Culture: Mrs. Rhode Hill.
Ways and Means: Mrs. Hugh Hagan.
Women's Congresses: Mrs. Loulie M. Gordon.
Young Ladies: Mrs. Morris Brandon.
Household Economics: Mrs. Albert H. Cox.[21]

The location of the Exposition was for some time a bone of contention. The Committee of 25 had no difficulty in agreeing upon Piedmont Park. Indeed, the owners of that tract subscribed $30,000 of the stock of their company toward the Exposition. This was done with the idea that the city would appropriate $75,000 to buy the park,[22] that amount to be used for buildings,



(*Courtesy Atlanta Historical Society*)

Official bird's-eye view of Cotton States and International Exposition, Piedmont Park, Oct.-Dec. 1895.

the city to allow the use of the park for the Exposition, but to become absolute owner of the ground and the improvements. This proposition passed the city council with but one dissenting vote, but was vetoed by Mayor Goodwin, on the ground that it was not a proper investment for the city and the site was not as well adapted to the purpose as the old waterworks property (Lakewood), which was already owned by the city. After much compromise and negotiation, however, Piedmont Park was decided upon as the site.[23]

From this decision, the basic modern layout of Piedmont Park, then generally known as the Piedmont Exposition grounds, came into being. Grading operations actually got under way on Wednesday, July 11, 1894, which inspired the following comment from the *Constitution* on July 12th:

"Dirt was broken yesterday on the Exposition site. Contractor Redmond puts twenty-five men to work, but will have a larger force soon.

"The work of transforming Piedmont Park into the beautiful grounds, which are to be one of the greatest charms of the great Cotton States and International Exposition, was begun in earnest yesterday.

"Early in the morning Mr. T. B. Redmond, who has the contract for grading the site for the main building, began the work. He put some 25 men to work clearing the trees off the ground selected for the main building.

"The place designated for this building is on a beautiful knoll to the northeast of the race track [present baseball field] and northwest from the old main building of the Piedmont Exposition [of 1887]. The site is a commanding one, overlooking the whole of the Exposition grounds and the surrounding country. The view from the main building in all directions will be very fine. On the left of the building is the clubhouse of the Piedmont Driving Club.

"The hill selected as the site for the main building will have to be cut down 21 feet. The space to be cleared and graded is about 400 x 500 feet. Most of the work that was done yesterday was in clearing the trees and brush from the road to run in front of the building. To the right of this thoroughfare, going east, will be a beautiful lake. There is a great hollow here, which, when the dam is built, will form a natural basin for the lake. The foundations of the above mentioned road will form the dam. This lake will be a dream of beauty. The spot is a most picturesque one and the outline of the lake will be ragged and uneven enough to charm the eye of the spectator.[24]

"Mr. T. B. Redmond, who has the contract for grading, is a genial Irishman who seems to thoroughly understand the importance of his undertaking and who impresses one with the idea that he enters thoroughly into the spirit of his work.

" 'Yes,' said he, 'we have begun work, but it will be several days before I can get the work well started. A great many of my tools have not yet arrived. As soon as they come and I can get a sufficiently large spot of ground cleared, I shall start the grading in good earnest. Two carloads of mules arrived yesterday morning and I am expecting two carloads of grading tools to arrive tomorrow.

" 'I shall employ only Atlanta labor,' Mr. Redmond continued. 'I brought only one man with me, a foreman. All the others I will get in this city. I wish you would state for me, though, that I do not need any more men just at present.

" 'I shall use 25 or 40 teams in the work, and shall push it through as fast as possible. I can't say just how long it will take to complete the work, as that depends greatly upon the weather. I expect to finish the job in about three months, but if the weather continues fair I may get through sooner. You may say for me that in my opinion, if the plans of the Exposition company are carried out, Atlanta will have the finest fair grounds in the country.' "

By late November, with 500 men at work upon the grounds, including the Fulton County convicts under superintendent Thomas J. Donaldson, the work of grading was nearly completed, and the space marked out for Lake Clara Meer was beginning to take shape.[25]

Before going ahead with definite plans for buildings, the directors of the Exposition deemed it necessary to secure an appropriation from the Federal Government. So early in April, 1894, steps were taken to secure a hearing before the House Committee on Appropriations. A bill drawn by General Counsel J. J. Spalding was introduced by L. F. Livingston, Congressman from the Atlanta District, and referred to the Committee. The good offices of Speaker Crisp were always given in favor of the Exposition, and with the efforts of Mr. Livingston and the tactful management of Mr. Spalding, the bill found its way into the hands of a friendly sub-committee, of which Livingston was chairman.

A hearing on the bill was set for mid-May, 1894. Realizing that the success of the Exposition would be assured by the securing of a Government exhibit and support, a strong delegation went to Washington, headed by President and Director-General Collier.

Joseph G. "Uncle Joe" Cannon, the watchdog of the treasury, was chairman of the committee which heard the Atlanta delegation. When Mr. Collier had made a clear-cut statement of the Exposition and what it meant to the South and the country at large, he was interrupted by the chairman.

"Mr. Collier," said Uncle Joe, "you say this is a cotton exposition?

"Yes, sir.

"How many states grow cotton?

"Ten or twelve.

"Do you mean to say that the whole nation should spend its money for something that benefits only a few states?"

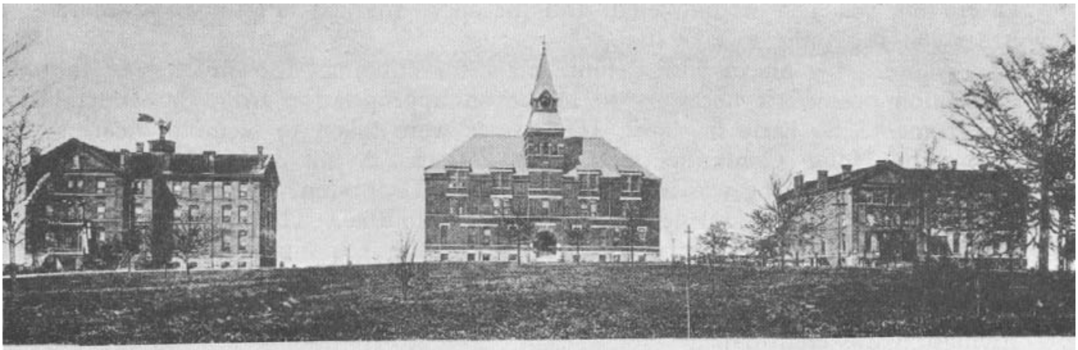
This dash of cold water roused Mr. Livingston. In a second he was on his feet.

"Mr. Chairman," said he, "this exposition is for the benefit of all those who grow cotton and all those who wear cotton."

That took in every man, woman and child in the United States, and the brightness of the remark captured Uncle Joe, who made no further objection. The committee recommended, Congress voted and the President approved an appropriation of $200,000 for a government exhibit at the Exposition.[26]

A key factor in the success of the Washington negotiation was the appearance, in behalf of the Exposition, of three prominent Negroes, Bishop Gaines, of Georgia, Bishop Grant, of Texas, and Booker T. Washington, principal of the Tuskegee Normal and Industrial Institute. The first two were bishops of the African Methodist Church, and the last a pioneer in technical education for his race. They were summoned hastily by telegram and went before the committee with only fifteen minutes' notice. Yet their excellent talks went far to influence the committee favorably.[27]

Additional support also came from an unexpected and interesting quarter. Thirty years before, General William Cogswell, a member of the House Committee from Massachusetts, had been a colonel in the Federal Army, and an unwelcome visitor to Atlanta. On the morning of September 2, 1864, a contingent of Federal soldiery from the Twentieth Corps advanced toward the city on Marietta Street, where Mayor James M. Calhoun met them and formally surrendered the city. The first troops to reach the center of the city were the Second Massachusetts Regiment, Colonel William Cogswell, commanding. They constituted the Provost Guard, and headquarters were established at the City Hall. Three days later, on September 5th, Colonel Cogswell issued the orders which provided for the removal of the civilian population from Atlanta.[28]



ATLANTA UNIVERSITY.

SPELLMAN SEMINARY.

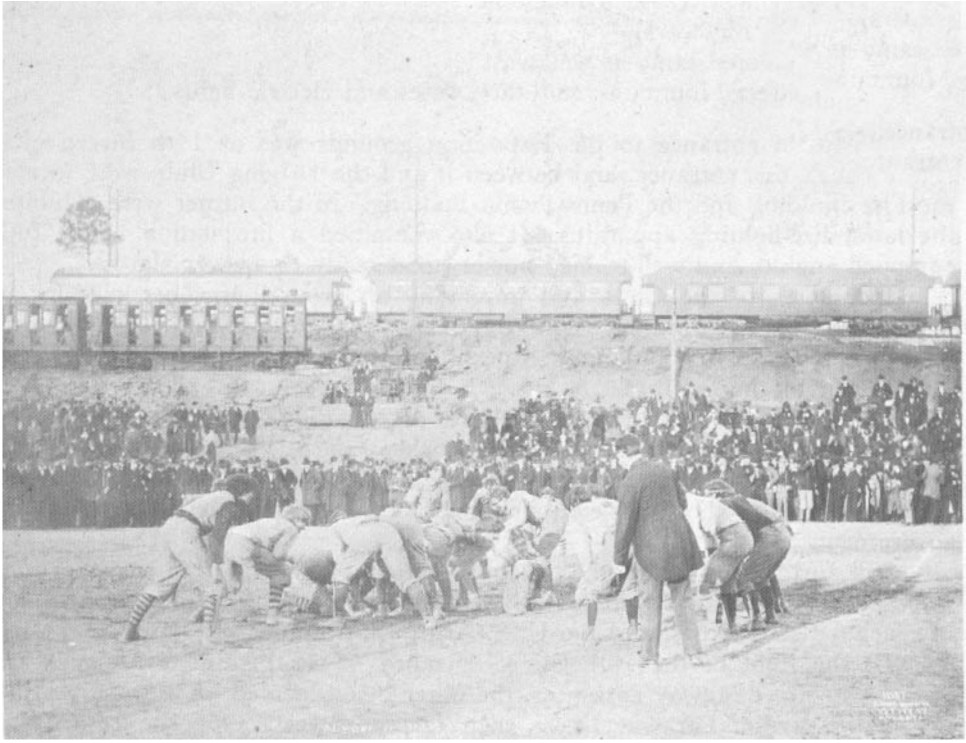
(Courtesy Atlanta Historical Society)

Atlanta University, West Hunter Street, and Spellman Seminary, West Fair Street, as they appeared in 1895. Atlanta has been a center for higher education of Negroes since 1869

Thus it was that the erstwhile Federal soldier lived to champion the cause of Atlanta in Congress and to aid her in her greatest achievement. He closed his remarks in advocacy of the Exposition by saying:

". . . Mr. Speaker, when the proposition came before me as a member of the Committee on Appropriations, whether in this enterprise, which contains all the elements of success, we should take a part and have the Government exhibits displayed and help along the great Exposition, I said to the people: 'If I stand alone, there is one voice and one vote that will give Atlanta any reasonable assistance from the General Government.' And so, all hail to her in her grand and what I believe will be a successful Exposition!"[29]

With the government appropriation assured, the directors of the Exposition felt justified in going ahead with a definite building program. Plans were submitted by twenty-three different architectural firms in nearly as many cities, and included Bruce & Morgan and W. T. Downing, of Atlanta. There was a strong sentiment in favor of the local architects, who submitted excellent plans, but, all factors considered, the buildings planned by Bradford L. Gilbert, of New York, were most satisfactory and he was employed.[30]



(*Courtesy Atlanta Historical Society*)

Auburn vs. University of Georgia, Piedmont Park, 1895. Main Line, Southern Railway, now Belt Line, in background

During the last half of 1894 and the first eight months of 1895, Piedmont Park was transformed into a veritable fairyland under the direct supervision of Grant Wilkins and James R. Wylie. Indeed, as we walk through the park today it is difficult to imagine that the lake was once almost surrounded by large and impressive buildings housing exhibits of machinery, transportation, forestry and agriculture.

The general construction scheme of the Exposition can be summed up as follows.

Amphitheater effect, by grouping buildings around lake and plaza (present baseball field).
Buildings, without galleries. Architectural effect by lines rather than ornamentation.
Material for Buildings, wood, glass and shingles.
Color of Buildings, gray body, white trimmings, moss-green roof.
Parking, evergreen shrubs and grass.
Covering for slopes and terraces, running honeysuckle.
Walkway, pavement, crushed limestone.
Masonry, rustic rockwork.
Steps, wood, colored same as walkways.
Ornamental effects, fountains, statutary, vases and electric lights.[31]

The main entrance to the Exposition grounds was at 14th Street. Just to the left of this entrance, and between it and the Driving Club, were located the Fire Building and the Pennsylvania Building. In the former were exhibited the latest fire-fighting apparatus. It also contained a fire station where fully equipped engines and well-trained horses stood ready to answer alarms.

Just north of the Club, and impinging on ground now occupied by its tennis courts, stood the New York Building, while just beyond, to the northeast, was the Fine Arts Building. Its exhibits were considered among the finest ever shown in the South.

The Government Building, northeast of the Fine Arts Building, and on the high ground now known as the polo field, was one of the most substantial and impressive structures on the grounds. It contained some 65,000 square feet of space, and housed exhibits of practically every department of the government.

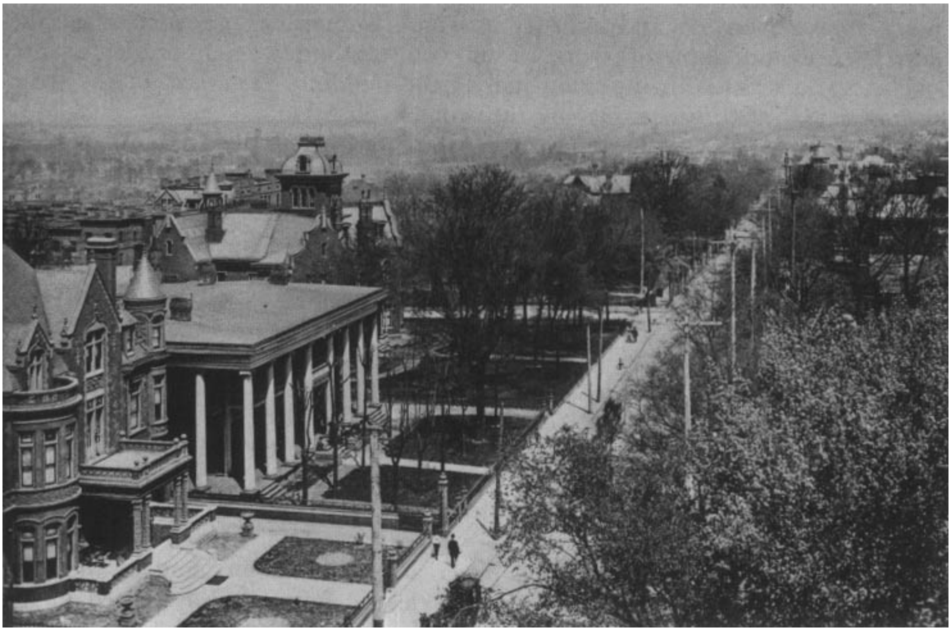
Still further to the northeast, in a section of the park now covered by woods, were the Plant (railroad) System Building, the Alabama, Illinois and Massachusetts Buildings, and the U. S. Army Encampment.

To the right of the 14th Street entrance, along Piedmont Avenue, was one of two street railway entrances, the other being located on 10th Street just east of the present Parkway Drive, then Jackson Street. Opposite 13th Street and fronting Piedmont, on the present playground, was the Agricultural Building. Its roof and sides were covered with stained shingles. A succession of roofs led up to a pyramid-shaped tower in the center about 110 feet tall.

In the corner of the park abutting 12th Street, where an American Legion Hall now stands, was the Mexican Village. It was featured by native musicians and a family of peons, toreadors and matadors. Only action of the authorities prevented the presentation of bull fights.

Midway Heights, a popular attraction of the Exposition, occupied high ground along 10th Street, now included in the golf course, and extending from opposite Argonne Avenue, then Fort Street, east to the present Parkway Drive. The Midway was divided by a main street running from east to west. On the south side of this street, beginning at Parkway Drive, were located, in the order named, Rocky Mountain Ponies, Monkey Paradise, Ostrich Farm, Indian Village, Rolstair's Illusions, Living Pictures, Chinese Village, Beauty Show, German Village, Vaudeville, Animal Arena and Water Chutes. Opposite, running from east to west, were the Exhibit Train Shed, Phoenix (Ferris) Wheel, Deep Sea Diving, Gold Mine, Swing, Little World, Moorish Palace, Theater, Cafe Midway, Mystic Maze, and Streets of Cairo. This segment of the Midway was bordered, on the north, by a Scenic Railway.

In a line, between the Midway and the lake, also on the present golf course, were, from east to west, the California, Machinery and Minerals & Forestry Buildings. The latter was one of the most picturesque on the grounds, with its bark-covered sides and moss-covered windows. A large dome in the center was reached by a winding stairway made almost entirely of rough logs.



(Courtesy Atlanta Historical Society)

Peachtree Street looking north from Aragon Hotel at Ellis Street, 1895. The three structures in left foreground, from left to right are: the B. F. Abbott, formerly R. H. Richards home; the Leyden House, headquarters of Gen. George H. Thomas, U. S. A., Sept. 1864; and corner Cain Street, the Governor's Mansion. This block is now occupied by Davison's and the Henry Grady Hotel.

Inside was a colonnade of ornamental woods, as well as exhibits of cork, palmetto and practically every known type of wood. The Aragon Hotel Company leased the top of the structure and built there a roof garden for refreshments, where one might dine to the strains of Gilmore's Band.

Just northeast of the Jackson Street entrance was the Negro Building, built by a Negro contractor from La Grange, Georgia. To the rear of this building, in the low ground along Clear Creek, also included in the present golf course, was an area, complete with grandstands, in which Buffalo Bill and his Wild West Show entertained thousands of spectators.

A short distance directly east of the lake were located the Southern Railway Building, the Southern Railway Entrance, and a small "Terminal Station," reached by a spur from the then main line at Boulevard and 10th streets. Also just east of the lake, opposite the present swimming pool and near the present Boulevard Park Bridge, were the Transportation Building and the Electricity Building. The latter was brilliantly illuminated with incandescent lamps.

Across the lake, opposite the two buildings just mentioned, and on the site of the present bath house, was the Japanese Village. A pleasing feature of this attraction was the Japanese Tea House, where the beverage was served in true Oriental style.

A short distance due west of the Japanese Village, and between it and the plaza or race track, was the Women's Building. This gracefully designed structure in the Colonial Renaissance style, was the work of a woman architect, Elsie Mercer, of Pittsburgh, Pennsylvania. It contained departments representing almost every art and industry in which women engage, such as needlework, science and domestic work. Many outstanding women of the country spoke at various times in the main hall of the building. The cost of the structure, about $35,000, was raised by the women of Atlanta.

The Manufacturers' Building, one of the largest at the Exposition, stood north of the Women's Building on ground now occupied principally by the park tennis courts. It was rectangular in shape, with towers fifty feet high at each corner. Many of the largest manufacturers in the country sponsored exhibits in this building.

In low ground, to the rear, and northeast of the Manufacturer's Building, lay the '49 Mining Camp. This was a curious feature of the Exposition. The graveyard of the camp was a grotesque suggestion of border life in the days of the gold rush.

Just east of the present Peace Monument at 14th Street, and on either side of the steps leading down to the plaza, were located the Auditorium, to the right, and the Georgia Building, to the left. Adjoining the latter was a replica of a battle-scarred log cabin, which attracted much attention.

A number of elaborate fountains were strategically located about the grounds, including the center of the plaza and the area in front of the Women's Building. A particularly spectacular electric fountain was placed in the center of the southern part of Lake Clara Meer.[32]

It is doubtful if any section of the city or its environs has ever been the subject of more concentrated building activity than was Piedmont Park in 1894-1895.

Early in the history of the Exposition it was realized that the organization of a department of awards for exhibits upon a high plane was of major importance. With this end in view Dr. Daniel C. Gilman, President of Johns Hopkins University, was asked to accept the position of Commissioner of Awards. He accepted with the understanding that he should have full control, both in the formulation of a plan and in the selection of a board.

The plan, as finally worked out was as follows:

With the "Diploma of Honorable Mention" a bronze medal was awarded.
With the "Diploma of General Excellence" a silver medal.
With the "Diploma of Honor" a gold medal.
With the "Diploma of Grateful Recognition" a gold medal.
The "Grand Prize" received a gold medal.

Dr. Gilman selected for each department of the Exposition eminent specialists. Most of them were men of national reputation, and a number were recognized as authorities both in this country and in Europe.

During mid-October about 6000 exhibits were examined and 2000 awards were made, including 500 grand prizes. The medals were executed upon a design prepared under the supervision of Horace Bradley, Chief of the Department of Fine Arts, and were delivered during the summer of 1896, while the World's Columbian medals, awarded two years earlier, were being delivered.[33]

The opening of the Exposition, at sundown on Wednesday, September 18, 1895, received the highest compliment the local press could pay—the entire first page, in addition to most of the space inside. Headlined the *Constitution* on the 19th:

OPENED WITH GREAT ECLAT

Gates of the South's Great Exposition Are Thrown Open

25,000 PEOPLE WERE PRESENT

President Cleveland, at Gray Gables,[34] Presses the Button Which Starts the Machinery

ELOQUENCE AND MUSIC MARK THE OPENING DAY

Brilliant Representatives of the Various States and Many Foreign Countries Attend

A SUPERB MILITARY PAGEANT ONE OF THE FEATURES

A Vast Crowd Assembles in the Auditorium to Witness the Exercises of the Formal Opening—The Cotton States and International Exposition Auspiciously Launched

Continued the *Constitution*:

"The thunder of a hundred guns just at sunset yesterday was the signal that the exposition was formally opened.

"A minute before, Grover Cleveland, president of the United States, sitting in his library at Gray Gables, had touched the electric key. The sharp metallic click of the instrument being watched by 3000 people at Atlanta, sounded clearly in response.

"The crowd cheered. The cannon thundered. The steam hissed and the machinery started.

"The South's greatest exposition was formally opened.

"Twenty-five thousand people saw the opening. The largest and longest military parade ever seen in the city marched from the city to the grounds to witness the ceremonies. Over half the states in the Union were represented by distinguished representatives. Many foreign countries had representatives in line.

"The opening exercises were deeply impressive. From the rendering of the grand new air 'Salute to Atlanta,' by Victor Herbert and his orchestra, to the benediction by Bishop Becker, everything on the program was intensely interesting.

"It was a scene that marked an era in the South's history. It marked the industrial awakening of a great section and signalized a new departure in the relations of the races. What was happening on the stage of the auditorium, where the opening exercises were held, possessed nothing less than the significance of an historical drama.

"The first day of the great show was immensely gratifying. It far surpassed in point of attendance and interest the highest expectations of the directory. It was a great day, a memorable day, a day to be remembered.

"It started the exposition upon a career which promises many rich triumphs to those who are the bone and sinew of the enterprise."

Master of ceremonies at the Exposition auditorium upon this auspicious occasion was ex-Governor Rufus B. Bullock. He introduced all of the speakers, including Bishop C. K. Nelson, who invoked God's blessing on the work; Albert Howell, who read Frank L. Stanton's "Exposition Ode"; President Charles A. Collier, Mrs. Joseph Thompson, Booker T. Washington, who tendered the Negro exhibit as the gift of the colored people to the world, showing what they had accomplished in material things since the days of the war; George R. Brown, representing Governor Atkinson; Mayor Porter King, and finally the orator of the day, Emory Speer.[35]

The ninety days of the Exposition, covering fifteen weeks, except Sundays, brought a succession of events, almost every one of which would have attracted attention in ordinary times; but events crowded on each other so fast in those three months that only the greater ones made an impression proportionate to their importance. The most important events, in the order of their occurrence were:

September 21st, Blue and Gray Day.

This day had been selected because the opening and dedication of the National Park at Chickamauga on the 19th and 20th was expected to bring thousands of veterans of both armies together and of this multitude many were expected to visit the Exposition in Atlanta. Indeed, a general desire had been expressed by veterans of Sherman's army to return to the scene of its hard-fought battles of 1864. While not as many came as anticipated, a goodly number of old soldiers did attend, the most distinguished of whom were Generals Schofield and Longstreet, formerly of the Union and Confederate armies respectively. W. A. Hemphill presided on this occasion, which was marked by the presence of Governor William McKinley, of Ohio, soon to become a resident of the White House. The Governor made a very acceptable speech. A striking incident of the day occurred when Mr. Hemphill pinned a Confederate veteran's badge on General Fairchild, an ex-Commander-in-Chief of the Grand Army of the Republic.[36]

October 9th, Liberty Bell Day.

The journey of the Liberty Bell, accompanied by a delegation from the Philadelphia Council, including Mayor Charles F. Warwick, was a continuous ovation from the Potomac to the Chattahoochee. As the special Southern

Railway train bearing the precious relic approached the Union depot through the environs of Atlanta, it passed between lanes of people on freight cars, fences and bridges and crowding factory windows. Scores of locomotives parked on side tracks whistled madly as the bell approached, and kept up the incessant noise until the depot was reached. Here other crowds awaited a glimpse of the bell.

While the multitude was giving vent to its enthusiasm, Mayor King and a reception committee escorted the visitors to the banquet room of the Kimball House, where their parched throats were bathed in champagne.

The following day, October 9th, a great parade of the military escorted the Liberty Bell to the Exposition grounds, where it was installed in the Pennsylvania Building just south of the Driving Club, under the watchful eyes of four Philadelphia policemen. The public schools were closed for the day, and twelve thousand children were carried to the Exposition free by the Consolidated Street Railway.[37]

October 21st, Connecticut Day.

This day was marked by the presence of Connecticut Governor O. Vincent Coffin, who made an appropriate speech.[38]

October 22nd, Virginia Day.

Governor O'Ferrall came to Atlanta for this occasion, accompanied by the Fourth Virginia Regiment and a battalion of cadets from the Virginia Military Institute.[39]

October 23rd, President's Day.

President Cleveland had been asked to attend the opening ceremonies, but deferred his visit until the Exposition was fully completed. Indeed, it was his second visit to the city, the first having occurred during the Piedmont Exposition of 1887. The Presidential party arrived on the afternoon of October 22nd by special train arranged by Vice-President Baldwin, of the Southern Railway. The President occupied Pullman's private car "Wildwood," and members of the Cabinet occupied cars in front. The "Columbia," one of the finest cars ever built, was assigned to the ladies of the party. The group was met at the train and escorted to the Aragon Hotel, where, that evening, Mayor King gave an elaborate dinner in honor of the President.

The morning of President's Day dawned cloudless and the weather remained ideal. The presidential party went to the grounds an hour early so as to inspect the Government Building. Meanwhile Colonel J. F. Burke, of the Gate City Guard, as marshal of the day, organized the most brilliant parade of the fair, which passed in review before the President. Cleveland stood patiently in the sun while the long parade passed in review, and acknowledged the salutes of the officers or the doffing of the colors by repeatedly taking off his hat.

Following the parade, the 25,000 people in the park gathered around the reviewing stand near the Government Building to hear the President's speech, after an invocation by Dr. I. S. Hopkins and an introduction by Exposition President Charles A. Collier. Concluding his speech, the President descended the steps in front of the stand and held an outdoor reception.

From the "great American handshaking," Mr. Cleveland, Vice-President Stevenson and the Cabinet were taken to luncheon at the Piedmont Driving

Club. Afterward they visited the Women's Building and the Negro Building and were driven over the Exposition grounds. At six o'clock the electric fountain in Lake Clara Meer showed its many-colored sprays for the first time, and afterwards there was a magnificent burst of fireworks in the President's honor.

The reception that night at the Capital City Club was one of the most brilliant social gatherings in the history of the city, more than a thousand guests being present. The President had been grave and dignified at the review, but he was all smiles at the reception. He seemed particularly to enjoy this experience and the visit to the Women's Building. After the reception the Washington party was driven to the train, and by morning were far on their way to the capital.[40]

Illinois Day, November 11th, and Chicago Day, the 12th, were marked by speeches from Governor John P. Altgeld, Mayor George B. Swift, and President Higginbotham, of the World's Columbian Exposition. Governor Daniel H. Hastings was the orator on Pennsylvania Day, November 14th. The day following was designated as Massachusetts Day. The exercises were held in the Massachusetts Building, which was an exact replica of the home of Longfellow. Governor Greenhalge was the featured speaker.[41]

The 19th of November was set apart as Georgia Day. Featured speakers were W. H. Venable, President of the Senate, W. H. Fleming, Speaker of the House, Mrs. W. H. Felton, of the Women's Board of the Exposition, who paid a tribute to the memory of Henry W. Grady, and Colonel Albert H. Cox, of Atlanta, who spoke at the request of the Colonial Committee of the Women's Board.[42]

Louisiana and New Jersey shared November 20th as their day, and though neither governor could be present, both States were honored with interesting ceremonies. Brooklyn Day, November 23rd, was signalized by the appearance of a galaxy of distinguished men from the City of Churches. The principal address on this occasion was made by St. Clair McKelway, editor of the *Brooklyn Eagle*. It was, perhaps, the most eloquent utterance of the Exposition, and was characterized by remarkable purity of English.[43]

Manhattan Day, or New York Day, as it was known in Atlanta, celebrated on November 25th, brought together one of the most brilliant gatherings of the Fair. Featured speakers were Mayor Strong and President Seth Low, of Columbia College.[44]

November 28th was a busy day, honoring Atlanta, Savannah, Sam Inman, and South Carolina. That the 28th was Thanksgiving Day was a happy circumstance, since the Exposition had just been rescued from bankruptcy by Mr. Inman. Atlanta Day was widely advertised. Atlanta business houses closed at twelve o'clock, and the local attendance, plus that from the State at large and from South Carolina added up to nearly 60,000. Principal speakers of the occasion were Governor Atkinson, of Georgia, Mr. Inman, and Governor Evans and Senator Tillman, of South Carolina.[45]

December 4th was Ohio Day, and the 5th was given to Cincinnati. These were celebrated by a large delegation from Cincinnati, headed by Mayor Caldwell and President Frieberg, of the Chamber of Commerce. The procession to the grounds, headed by the First Regiment, Ohio National Guard, and Battery D from Cincinnati was an imposing spectacle and the soldierly appearance of the Ohio troops was heightened by the severity of the weather, which caused them to march with overcoats and knapsacks in the face of a biting east wind.[46]

Maryland Day, the 7th of December, was celebrated by a distinguished group, headed by Governor Frank Brown, Attorney-General Kyd Douglas, Mayor Alcaeus Hooper, and ex-Mayor Ferdinand Latrobe, of Baltimore. The visitors were accompanied by two regimental bands and were escorted to the Exposition grounds by Atlanta's Gate City Guard.[47]

Other days of note were Michigan Day, December 9th, which included a reception in honor of Mrs. Potter Palmer, Chicago social leader; Florida, Texas and Chattanooga Day, all on the 11th; Women's Congress, on the 13th, with Walter Damrosch and his Damrosch Opera Company performing in the auditorium; Farmer's Day, December 20th; Collier Day, the 25th, with Christmas fireworks, and Negro Day, December 26th.[48]

During early December Atlantans and visitors to the Exposition were treated to music by John Philip Sousa's famous band. Sousa was on tour during the entire year and sometime previously had made a contract with the Exposition Company to appear. In honor of this occasion he had composed "King Cotton," later adopted as the official march of the Exposition. A short time previous to Sousa's appearance, the Exposition had run into financial difficulties and had been bailed out by Mr. Inman. Because of this financial stringency a wire was sent to Sousa cancelling his contract. He was indignant and came anyway, convincing the Directors that they should keep their contract.[49]

This happy outcome was somewhat marred the next day, when Sousa received, in a large official-looking envelope, a request from the transportation department of the Exposition, for three dollars for carrying his large instruments from the hall to the bandstand. The note closed with a curt admonition to Sousa to make his own arrangements thereafter for the transportation of his instruments. At at any rate the show went on, and the famous band attracted enough visitors to make its appearances profitable. Sousa played the week out, and on Sunday gave a musicale at De Give's Opera House.[50]

When the Cotton States and International Exposition closed, on December 31, 1895, it had cost between $2,500,000 and $3,000,000. The Guarantee and other funds raised earlier did not begin to pay this cost. Therefore bonds were floated, secured by a mortgage on the gate receipts. This income was augmented by receipts from concessionaires, funds raised by the Women's Department and money from miscellaneous sources. Even so, by late November the Exposition Company was facing bankruptcy. This situation produced the hero of the Exposition, Samuel M. Inman, chairman of the finance committee.[51]

He had been a leader in the enterprise from the start and closely watched it at every stage. Late in November, when attendance had begun to drop off, the company found it hard to meet expenses, and some of its employees had not received their salaries. One of these employees was indebted to a local department store and was unable to pay the bill. The merchant took out a writ of garnishment against the Exposition company for that account and put it in the hands of the sheriff. The latter was considerate enough to take the writ to Mr. Inman before serving it, because it appeared to him that unless something was done to meet the emergency, the execution of that court order would close the gates of the Exposition.

Mr. Inman told the sheriff that he would be personally responsible for the payment of the claim and asked that the writ be held up until he could make arrangements with the Exposition company to meet the emergency. He then called a meeting of the fifty directors to consider the matter. They met at 4 o'clock in the afternoon and Mr. Inman frankly stated the situation to them. The Exposition owed to various individuals about $100,000 and the available assets would not go far to meet those obligations. He said that to preserve the commercial integrity of Atlanta he would advance $50,000 if the other directors would advance the other $50,000, and they would take their chances on getting back as much of that as the assets would yield.

His speech, made in a simple, matter-of-fact way, electrified the board and Captain James W. English, rising to the occasion, proposed that the other directors then and there subscribe the $50,000 needed to complete the fund. That was a great body of men, none of whom now remain, but they were builders of Atlanta, and they responded immediately with $5000 subscriptions. Indeed the pledges came as fast as they could be taken down by the secretary, and in ten minutes they had subscribed the necessary amount, which, with Mr. Inman's $50,000, enabled the Exposition to pay its debts and keep going.[52]

Sam Inman's great act was an inspiration to the city, and the Cotton States and International Exposition, with all debts paid, gave Atlanta more of a boost than any single event, before or since, and at a time when it was sorely needed.

A significant result of the Exposition, not immediately manifest, was the number of excellent citizens, inspired by a visit, to settle in Atlanta permanently, shortly afterward. Three of them were Ivan Allen, then a youth of 19, who came from Dalton, Georgia, the same year to become a typewriter salesman and later a leading office supply dealer and civic leader; Harry G. Hastings, originally of Ohio, who moved his seed and nursery business to Atlanta in 1899 from Interlachen, Florida, and Samuel D. Jones, a successful Virginia educator, who came in 1898 to become the leading spirit and head of the Atlanta Stove Works, a business founded locally in 1889. Mr. Jones was accompanied by his wife and four children, Harrison, future board chairman of The Coca-Cola Company, the late Saunders, later vice-president of the White Motor Company, Lula Dean, now Mrs. Beverly M. DuBose, Sr., and Bolling, his successor as president of the Atlanta Stove Works.[53]

The modest booth, located on Midway Heights during the Exposition, and called "Living Pictures," was, at the time, a dismal failure. Yet it presaged a great industry, and gave the relatively few people who ventured inside their first experience with moving pictures.

Lessees of this modest booth were the Messrs. Thomas Arnat and C. Francis Jenkins, both of whom were anxious to exhibit their newly developed vitascope projector, a machine which caused animated life-sized figures to flicker and jump about on a screen of white cloth. The Jenkins and Arnat "theater" was heralded by neither fanfare nor ballyhoo. Indeed, with so many other notable attractions, the public failed to become enthusiastic over pictures that moved. A barker placed at the entrance to the booth proved to no avail in attracting patrons. Somewhat frustrated by this indifferent reception, the owners invited passersby to come in and rest, and see the "cinematograph," as it was called, free.[54]

When the audience was finally assembled, the doors were closed and the show got under way. Absolute darkness was required for the demonstration, but when the lights were lowered a wave of protest arose from the spectators. When order was restored, features consisting of 100 feet of film, showing dancing girls and athletes were projected upon the screen. The film was full of tiny holes and had a habit of breaking during interesting scenes. The focus was frequently wrong, causing the pictures to fade out completely. Finally, the effect of staring at the wobbly figures was almost blinding, and the patrons left the booth blinking and rubbing their eyes.[55]

(Courtesy Atlanta Historical Society)

Ready for a ride circa 1895. Photo taken in front of the residence of William Bensel, Atlanta contractor, located at 66 East Ellis Street between Ivy and Courtland streets. From left to right: William Bensel, Mrs. Charles A. Hawkes, Miss Julia T. Riordan, later principal of Davis Street School, Raiford Falligant, of Savannah; Edward Riordan, William Riordan and Elizabeth Hanleiter, later Mrs. S. W. McCallie.

After the performance the audience was reminded that the promoters had gone to tremendous expense in bringing their invention to Atlanta, and it was suggested that those who had enjoyed the show might wish to express their appreciation by leaving a contribution in a tin box at the exit. Jenkins and Arnat were spared the embarrassment of closing up by a providential fire which destroyed their tiny theater after a few dull days. It was not until after the turn of the century that motion pictures again came to Atlanta.[56]

As many new citizens were attracted to Atlanta in 1895, so also did a number of old ones pass away. Among the latter were William A. Gregg, native South Carolinian and member of the hardware firm of which his name was a part; Judge John Erskine, eminent jurist and native of County Tyrone, Ireland; Colonel Thomas M. Acton, originally of Fincastle, Virginia, a local newspaper man since 1858, and connected with the *Constitution* as traveling agent since its founding; Thomas Wilson McArthor, native Virginian and an Atlanta merchant since 1855; the Rev. W. P. Harrison, former pastor of Atlanta's First Methodist Church, who died in Columbus, Georgia; John Glen, pioneer resident of De Kalb County, a son-in-law of original settler Mason Shumate, an ante-bellum mayor of Atlanta, and connected with the Georgia Railroad for half a century; Judson Warlick, well-known tinware and crockery merchant; Hannibal I. Kimball, city builder since Reconstruction days, who died at the home of his brother E. N. Kimball at Brookline, Massachusetts, and was buried in famous Greenwood Cemetery, Brooklyn, New York; Major Campbell Wallace, native of Sevier County, Tennessee and veteran railroad commissioner; Angus M. Perkerson, member of a pioneer local family, Confederate soldier and former Fulton County sheriff; Dr. M. L. Lichtenstadt, German-born pioneer Atlanta physician; C. C. Rodes, Sr., for 20 years superintendent of the Atlanta Gas Light Company, a charter member of the old volunteer fire department, and a resident for nearly 50 years, having come to Atlanta from Philadelphia; William G. Richards, English-born locomotive engineer—one of the first to run on the old Atlanta & Charlotte Air-Line—and subsequently superintendent, for many years, of the Atlanta Waterworks; Colonel J. W. Baum, native of Syracuse, New York, who, a few years before had supervised the drilling of the noted artesian well at Five Points; W. Rhode Hill, wealthy retired merchant, for whose country place near the river, the section long known as Hill's Park, was named; Captain Henry Jackson, a leading member of the Atlanta bar; Levi H. Harwell, one of the oldest residents of Atlanta, and a former merchant; Dr. Thomas S. Powell, a noted local physician since 1858, and Wiley Suttles, of Ben Hill, a member of one of the oldest families of that area, and who was converted to Methodism at old Mt. Gilead camp-ground in 1841.[57]

NOTES CHAPTER 73

[1] *Atlanta Constitution,* Oct. 4, 1894.

[2] *Ibid.*

[3] *Ibid., City Directory,* 1894.

[4] *Atlanta Constitution,* Oct. 5, 1894.

[5] Commission Book, Dept. of Archives and History, Atlanta; Cooper, *Fulton County,* 709.

[6] *Ga. Laws,* 1895, p. 123.

[7] *Ibid.,* 129.

[8] Record of Postmasters, Fulton.

[9] Medora Field Perkerson, "Sixth Broad Street Bridge," *Atlanta Journal Magazine,* July 5, 1931.

[10] The other two: DeGive's, at Marietta and Forsyth streets and new DeGive's, or Grand Theater, Peachtree at Pryor.

[11] *Atlanta Constitution,* Apr. 30, 1895.

[12] Cooper, *Fulton County,* 819-820.

[13] *Atlanta Constitution,* Jan. 31, 1895.

[14] The lake was created during the last half of 1891, by the East Lake Land Company, which threw a dam across Doolittle Creek. See White *vs.* East Lake Land Co., 96 *Ga. Reports,* 415.

[15] *Atlanta Constitution,* May 11, 1895.

[16] Cooper, *Fulton County,* 415-416.

[17] *Ibid.,* 416.

[18] *Ibid.,* 417.

[19] *Ibid.*, 419-421.

[20] *Ibid.*, 423.

[21] *Ibid.*, 423-424.

[22] Piedmont Park did not become city property until 1904.

[23] Walter G. Cooper, "The Official History of the Exposition," *The Cotton States and International Exposition and South, Illustrated* (Atlanta, 1896), 18.

[24] The dam behind which Piedmont Lake, properly called "Clara Meer," is impounded is located at the northeast end of the lake.

[25] *Atlanta Constitution*, Nov. 22, 1894.

[26] Walter G. Cooper, "What Made Atlanta a City," *Atlanta Journal Magazine*, Aug. 11, 1935.

[27] Cooper, "Official History of the Exposition," *loc. cit.*, 23.

[28] Wilbur G. Kurtz, "Leave Atlanta within Five Days," *Atlanta Journal Magazine*, Oct. 12, 1941.

[29] Quoted, Cooper, "Official History of the Exposition," *loc. cit.*, 26.

[30] *Ibid.*, 30. Mr. Gilbert designed five of the six main buildings. The other, the Fine Arts building was designed by W. T. Downing of Atlanta.

[31] Map, *Official Catalogue, Cotton States and International Exposition* (Atlanta, 1895).

[32] *Ibid.;* David F. Rice, "World Fair in Piedmont Park," *Atlanta Journal Magazine*, Sept. 30, 1934; "Miss Hanna's Reminiscences," *Atlanta Journal Magazine*, Aug. 24. 1930.

[33] Cooper, "Official History," *loc. cit.*, 83-86.

[34] Buzzard's Bay, Mass.

[35] *Atlanta Constitution*, Sept. 19, 1895.

[36] Cooper, "Official History," *loc. cit.*, 111-112.

[37] *Ibid.*, 115-116.

[38] *Ibid.*, 116.

[39] *Ibid.*, 117.

[40] *Ibid.*, 118-122.

[41] *Ibid.*, 122-128.

[42] *Ibid.*, 128-129.

[43] *Ibid.*, 130-131.

[44] *Ibid.*, 132.

[45] *Ibid.*, 134.

[46] *Ibid.*, 135.

[47] *Ibid.*, 137.

[48] *Ibid.*, 111.

[49] John Philip Sousa, *Marching Along* (Boston, 1941), 146-147.

[50] *Ibid.*, 147-148.

[51] Walter G. Cooper, "What Made Atlanta a City," *loc. cit.*

[52] *Ibid.*

[53] Verbal statements to Franklin M. Garrett by Ivan Allen, Sr., and Harrison Jones, 1952.

[54] Nathan Cohen, "Atlanta Scorned First Movie," *Atlanta Journal Magazine*, Sept. 11, 1932.

[55] *Ibid.*

[56] *Ibid.*

[57] "Garrett's Necrology."

CHAPTER 74

1896

THE presidential election of 1896 brought no elation to the South, since a Republican succeeded Democrat Grover Cleveland. Governor William McKinley, of Ohio, a gold standard, high tariff man, defeated the eloquent free silver advocate, William Jennings Bryan, of Nebraska.

At the same time the race for governor and State House officials in Georgia resulted in the re-election of William Y. Atkinson, Democrat, over the Populist candidate, Seaborn Wright, of Rome, by a vote of 120,827 to 85,832. All State officers were renominated except that William J. Speer, of Atlanta, succeeded Robert U. Hardeman, deceased, as treasurer. Indeed, the campaign of 1896 was the last in which the Populist Party was to be a formidable threat, and during the following decade it gradually faded from the Georgia scene.[1]

The defeated Democratic standard-bearer, Mr. Bryan, paid a visit to Atlanta in late 1896, where he was enthusiastically received.

Bryan was greeted by a crowd of some 3,000 cheering people when he arrived at the Union depot over the Southern Railway from Chicago at 10:55 P.M. on December 22nd. As he alighted from the train he was taken by the arm by W. J. Mallard, Jr., president of the Young Men's Democratic League, and Will H. Black, and escorted to a waiting carriage. Despite loud cries for a speech, he was driven to the Kimball House. Here an impromptu reception awaited him, for as he alighted from the elevator on the third floor, he was surrounded by a score of Atlanta's beautiful young women. Commented the *Constitution* on this occasion:

". . . Mr. James W. English, Jr., was calling the figures for the Nine o'Clock German, when suddenly the dancers waltzed out of the ballroom—and the band played on.

"Cries and shouts came from below, 'Bryan, Bryan! Speech, speech!' they shouted.

"But the ladies did not let him go. Nor did he show any inclination to leave the scene while any remained to shake his hand.

" 'If I had a hundred votes, I would cast them all for you, Mr. Bryan,' said Mrs. English.

" 'You make me a woman suffragist from this moment,' he responded.

"He had some pleasantry for every one. He stood there in strong contrast to the dancers in their evening costume, shimmering and bejeweled, while he was just from a long journey, in conventional democratic dress, but with a sincere smile and cordial tone in everything he spoke. There must have been seventy-five or a hundred ladies whom Mr. Mays Ball presented, each with her graceful speech. . . ."[2]

The next evening, December 23rd, Mr. Bryan faced a large and brilliant audience at the Grand Opera House where, after an introduction by Hal Lewis, who accompanied him to Atlanta, he gave an exceedingly well-received lecture on the subject, "The Ancient Landmarks." The whole speech, in a measure, led up to the keystone in the conclusion—we plant the fruit which we do not expect to enjoy. The fruit to which we referred were certain ideas implanted during the last campaign. Some day another may pluck them and enjoy them. Once or twice the speaker made reference to his defeat, but he spoke in a very matter of fact, resigned way. He declared that he believed the campaign would result in the purification of politics.[3]

After the lecture, Mr. Bryan was entertained at a banquet by the Fulton Club, where his official host was Sam Wilkes, president of the club. Thomas R. R. Cobb and John Temple Graves, in addition to the guest of honor, made brief speeches on this pleasant occasion. The next morning Mr. Bryan left for Chicago.[4]

Earlier in the year, on February 13th and 14th, Atlanta was host to Eugene V. Debs, head of the American Railway Union, Socialist, and leader of the great Pullman strike of 1894. Debs spent a quiet day at the Kimball House prior to his appearance, on the evening of the 13th, before a large audience at the Columbia Theater, formerly De Give's Opera House on Marietta Street.

The labor leader told his audience something of the Pullman strike, and made a plea for organization, saying that he was opposed to strikes and violence. He expressed the belief that the centralization of wealth in the hands of a few was a menace to the country. The speaker had a sympathetic audience. He spoke fluently, without attempts at eloquence, but occasionally indulged in bits of word painting, which were graphic. At the close of his address Mr. Debs held a reception on the stage. More than a hundred men came up from the audience to shake his hand.[5]

Porter King continued in office as mayor during 1896, though two new aldermen and one new member of council from each ward took office that year. The aldermen were James G. Woodward, of the *Atlanta Journal,* and William R. Dimmock, a fruit and produce dealer. New councilmen were:

First Ward—Lovick P. Thomas, real estate dealer.
Second Ward—Joseph E. Maddox, wholesale grocer and banker.
Third Ward—William E. Adamson, grocer.
Fourth Ward—Sampson A. Morris, merchant and wagon yard proprietor.
Fifth Ward—Andrew P. Thompson, hardware dealer.
Sixth Ward—Julian A. Hutchison, retired druggist.
Seventh Ward—Hubert L. Culberson, lawyer.[6]

Atlanta's ministerial officers for 1896 were: Andrew E. Calhoun, recorder; John W. Phillips, clerk; J. H. Goldsmith, comptroller; E. T. Payne, tax collector; C. D. Meador, C. J. Keith and A. G. Chisholm, assessors; John W. Humphries, marshal; Joseph T. Orme, treasurer; F. A. Pittman, building inspector; R. M. Clayton, engineer; J. A. Anderson, attorney; George Westmoreland, assistant attorney; T. J. Harper, electrician; T. A. Clayton, sexton; G. H. Saxe, warden; Z. B. Moon, messenger.[7]

Dr. J. F. Alexander served as President of the Board of Health; Thomas E. Veal as chief sanitary inspector; George E. Johnson, H. C. Stockdell, J. C. A. Branan, R. D. Spalding and J. W. English, as police commissioners; David G. Wylie as commissioner of public works; J. C. P. Johnson, H. C. Erwin, Aaron Haas, George Winship, M. B. Torbett and George Hillyer as water commissioners. A. Park Woodward had succeeded the late William G. Richards as waterworks superintendent. Geo. W. Terry, Jr., a grandson of pioneer citizen Stephen Terry, continued in office as waterworks secretary. George V. Gress, donor of the original Grant Park zoo, and of the Cyclorama, served as president of the Board of Park Commissioners; Albert Howell as chairman of the Board of Fire Masters, and W. S. Thomson as president of the Board of Education.[8]

The county elections of 1896 produced three changes in the Fulton County courthouse, but none in De Kalb. Fulton's new officers were William H. Hulsey, ordinary, succeeding W. L. Calhoun; John W. Nelms, sheriff, succeeding J. J. Barnes, and J. R. Stamps, coroner, succeeding J. M. Paden.[9]

On the windy Sunday night of May 17, 1896, the proprietor of a small fish market on the south side of Decatur Street just east of Loyd Street, closed his place of business and left a small gasoline stove, on which he cooked fish, burning. Later in the evening the stove exploded. The result was one of the most destructive fires in Atlanta's history. When the flames died away the famous old Markham house was a charred shell and most of the block bounded by Decatur, Collins and Loyd Street and the Georgia Railroad lay in ruins.

A rainless spring had rendered every structure in the block, many of flimsy construction, almost as inflammable as powder. The fire soon spread from the fish market to H. M. Patterson's livery and sales stables on Loyd Street, where stocks of hay gave impetus to the flames. Indeed, the fire had a good start before the firefighters arrived, but Chief Joyner soon had every available man and piece of equipment on the scene, and for more than two hours, extending well into Monday morning, fifteen hose lines poured tons of water into the burning buildings.

The Markham House presented a wild scene, described by the *Constitution:*

> "The scenes in the Markham hotel after it was definitely determined that the house was doomed were simply indescribable. Guests were hustling to and fro in feverish excitement after being aroused, with what effects they could hastily collect together in a vain endeavor to carry them to a place of safety.
>
> "Amid showers of sparks and falling plaster, trunks, grips and other articles were thrown down stairways or dropped from the windows. The smoke, in thick black columns, surged through the corridors and rendered it difficult to see more than a few feet ahead. On every hand firemen, guests and others could be seen groping their ways to a staircase or other means of exit.
>
> "Among the first to arrive at the Markham after the fire alarm was sounded were Mr. John S. W. Holloway, the attorney, Mr. Marcellus Markham, son of the builder, and George W. Linam, a policeman. These gentlemen at once grasped the situation, and realizing that the house was doomed immediately recognized the necessity of arousing the inmates.
>
> "Messrs. Holloway and Linam mounted to the top floor, while Mr. Markham confined his attention to the next floor below, kicking in doors and hustling the occupants, where any were found, out into corridors. One of the guests or an outsider, was found by Mr. Holloway just emerging from a room on the top floor, almost suffocated by the intense heat and thick volumes of smoke, holding in one hand his coat and vest and with the other dragging a trunk of huge proportions. Both were hustled to the stairway.
>
> "Mr. Thod Hammond, the night clerk, who officiated in a similar capacity several years ago at the Kimball House when it was burned [1883], stuck to his post of duty to the last minute before moving the register and other office effects to the baggage room in the union depot across the street.

"Mr. Scoville, the manager of the Markham, said he did all in his power to have the guests aroused and removed to a place of safety, and that all were safely gotten out, and had found quarters for the night."

Continued the *Constitution* next morning:

"The crowd was one of the peculiar characteristics of the fire. It was wonderful where so many people came from in so short a space of time. In less than ten minutes after the alarm had been rung in there were no less than 5000 people on Decatur Street, and in half an hour there were probably four times that number.

"When it was known that the horses were still confined in the burning stables there was much excitement among the throng. Presently one little black pony came running at full speed through the long hallway of Milam and Patterson's stable to the street, and as the thoroughly frightened animal reached the pavement and turned up Decatur Street a cheer rent the air from the spectators that was heard for blocks around. Soon another horse came galloping out, then another, and finally five or six together, and all were welcomed with hearty demonstrations from the crowd.

"Said J. A. Browning, a commercial man from Louisville, Kentucky, and a guest at the Markham: 'I don't think I ever saw so much excitement before at a fire. Men, women and children were scared to death, running in every direction, some half dressed, and others with their hands full of baggage. I am confident that there were many who did not save a thing except the clothes they had on, and I never saw a fire spread so quickly in my life. I think my escape was miraculous and when I get back to Louisville I am going to join the church, the first thing I do.'

"The scenes on Collins Street [red light district at the east end of the block] were pitiful at times. The women, as they saw the flames coming steadily toward their rooms, became hysterical and tears and screams were frequent. Many of the women lost valuable jewelry and other property because they did not have presence of mind enough to direct their removal.

"The inmates of the Chinese laundry on Decatur Street were the source of considerable amusement to the crowds of spectators. Apparently all of the Chinamen in town were on hand to assist in the removal of the paraphernalia of the laundry and the excited Mongolians kept up a jabbering that reminded one somewhat of the language of a lot of simians rather than human beings.

"The Jewish merchants along Decatur Street were greatly excited and their efforts to save their stocks of goods were active and accompanied by a jargon such as is seldom heard in Atlanta. One moment they would speak in Russian to be replied to by an assistant in German. Then both would join in a chorus of Hebrew mingled with a smattering of doubtful English.

"The frightened horses released from the burning stables stampeded to every part of the city, and at a late hour only a small number of them had been caught and returned to their owners. Among those that are missing are several of the most valuable horses in the city and many lovers of fine stock are anxiously awaiting reports of the whereabouts of favorite trotters.

"Falling wires kept the crowd well back from the burning buildings and the electrical display on Decatur Street was quite a show for a while. The falling telegraph wires coming in contact with the electric light wires and trolley systems rendered passage down the street a very dangerous undertaking. Much danger was avoided by the cutting of many wires at the corner of Loyd and Decatur streets.

"The old Markham House, which was once the pride of Atlanta, remains nothing but a smoldering shell as a monument to the hostelry that used to be the finest building in this section of the country.

"One of the most prominent citizens of the city was standing in front of the ruins late last night, and as he gazed at the old familiar spot, a feeling of inexpressible sadness was depicted on his countenance.

" 'You know,' said he, 'that it makes me feel mighty sad to see that old house in ruins. Somehow Atlanta would not seem the same old city to me without this familiar landmark, and it has been so closely interwoven with the history of the city for so many years [since 1875], that to a man who loves Atlanta as I do, it is rather hard to see the old Markham swept away.'

"The old gentleman slowly wiped the perspiration from his brow, took one last, long look at the walls, then went away."[10]

The fire cost one life, that of a stable boy asleep in one of the burned stables, and some $300,000 in property damage. An enumeration of the latter follows:

On Loyd Street (Central Avenue):

- Markham House and contents, including bar, billiard room and barber shop.
- City freight office of Southern Express Company.
- Patterson & Company, undertakers.
- Palace Stables.
- Washington Hotel.
- Atlanta Plumbing Company.
- Hunt Tailoring Company.
- Golden's Beef Market, Decatur and Loyd streets.
- I. C. Clark's Bar, Decatur and Loyd streets.

On Decatur Street:

- Sam Sun Laundry.
- Ellis Restaurant.
- Rucker Barber Shop.
- Fuller Loan Co.
- Aster's Clothing Store.
- Milam & Patterson's Stables.
- Atlanta Hotel, kept by Madame Gault.
- Boyd's Drug Store.
- Tittlebaum & Co., Bar.

Collins Street:

- Annie Price's residence.
- Fannie Price's residence.
- Madame Rollins' residence.
- Bell Burton's residence.
- Clara Martin's residence.

In addition to these, a number of buildings on Courtland Street and on the north side of Decatur Street were damaged.[11]

Atlanta's fire department acquitted itself bravely and effectively on this occasion, one of the worst conflagrations in local history. However, the need for more equipment, personnel and stations was made manifest, which resulted in the expansion of the department during the next few years.

The old order passes away to make room for the new. Building operations during 1896 were extensive in Atlanta. Indeed, Mayor King, in his valedictory address to Council on January 4, 1897, made them the subject of special comment:

". . . During 1896 there were erected, or are now in process of building, 360 dwellings at a cost of $472,491, and office buildings, store-houses, factories, depots and other buildings costing $931,995, together making $1,404,486. A portion of the houses so built for homes are splendid and elegant structures, while others, though not so handsome, afford equally happy gathering places for the many worthy families in Atlanta. Some of the office buildings and store-houses recently completed, or for the erection of which steps have been taken, are particularly substantial, large and elegant, and among them are some that would do credit to any city. I may name the nine-story Austell Building on Forsyth Street,[12] to cost $315,000, the twelve-story Commercial Building at the junction of Peachtree and Broad streets, to cost $200,000,[13] the five-, six- and seven-story buildings of Hon. Hugh T. Inman, Messrs. A. E. Thornton, Dobbs & Wey, and George S. Lowndes, situated near each other upon North Pryor Street, costing $150,000,[14] and the addition of four stories at a cost of $40,000 to the Gate City National Bank Building, now known as Temple Court.[15]

"The Fulton Bag & Cotton Mills have doubled their capacity by expending about $135,000 for a new building, besides greatly increasing their machinery, and the Seaboard Air-Line System of railroads are just completing near the old Capitol site, a large and commodious freight depot, at a cost of $100,000.[16]

"I would also call attention to the fact that the Exposition Cotton Mills just outside the city limits have, at considerable expense, added a new factory building and augmented their facilities for manufacturing; and a new cotton mill has been constructed and put into operation at the Chattahoochee River, a short distance west of Atlanta, known as the Whittier Mills,[17] the same representing an outlay of thousands of dollars."[18]

On January 15, 1896, a new bank, destined to play a substantial part in the future growth of Atlanta, opened its doors at the northwest corner of Broad and Alabama streets. Known as the Third National Bank, it was organized chiefly by Frank Hawkins, a native of Carroll County, Mississippi, but more recently of Memphis, Tennessee, who came to Atlanta in 1895. Original officers of the bank were Frank Hawkins, president; Joseph A. McCord, formerly cashier, Atlanta Trust & Banking Company, cashier, and Thomas C. Erwin, originally of Chambers County, Alabama, and formerly of the Lowry Banking Company and the Atlanta Trust & Banking Company, assistant cashier. The original directors of the Third were Mr. Hawkins, H. Y. McCord, H. M. Atkinson, Mark A. Fall, and J. Carroll Payne.

Not long after its organization the Third National Bank moved diagonally across the street from its first location to the old Hillyer Block, at the southeast corner of Broad and Alabama. When the Empire Building, now C. & S. Bank Building, was completed in 1901 at Broad and Marietta streets, the Third National moved in, occupying a corner of the first floor. In 10 years it had completely outgrown this space, and in 1911 erected its own building, now the

Atlanta Federal Savings & Loan Building, directly across the street. While here, on September 29, 1919, with Mr. Hawkins still president and Mr. Erwin, by now a vice-president, the Third National was consolidated with the older (1887) Citizens & Southern Bank, of Savannah. The combined capital stock of the new institution was $2,000,000. After the merger was effected the name Third National was dropped, and officers of the C. & S. (which became a national bank in 1927) were: Frank Hawkins, Chairman of the Board; Mills B. Lane, President; T. C. Erwin, W. W. Banks, A. M. Bergstrom, J. N. Goddard, John W. Grant and H. Lane Young, Vice-Presidents; W. V. Crowley, Cashier; W. B. Symmers, A. J. Hansell, Henry S. Cohen, J. E. Wallace, and W. H. Fitzpatrick, Assistant Cashiers.

On December 3, 1929, the Citizens and Southern National Bank loaned to the Atlanta Trust Company a sufficient sum of money to pay its depositors in full, and purchased the Atlanta Trust Company's (former Empire) building at Marietta, Broad and Walton streets. A complete remodeling job was begun in March, 1930, and on January 19, 1932, the Citizens & Southern National Bank of Atlanta occupied its present quarters. Today, with the home bank in Savannah, and with numerous branches, not only in Atlanta, but throughout the southeast, it is numbered as one of the hundred largest banks in the nation.[19]

Another useful local organization dating from 1896 is the Atlanta Woman's Club. During that year a group of progressive Atlanta women met in the home of Mrs. William B. Lowe on the present site of the Tower, formerly Erlanger Theater, on Peachtree Street near North Avenue. With some fear and considerable misgiving, the group met to discuss the advisability of forming an organization to be known as the Atlanta Woman's Club. Its object was to bring together the women of the city, women in all walks of life, for the purpose of good fellowship, better understanding and social contact; also to prove to the world that women could mean even more in their homes by participating in the civic, philanthropic and legislative interests of their growing city, and in standing side by side with the development of the times they could aid in the progress of a great city, with an earnestness of purpose, a combining of efforts and a unity of thought characteristic of womankind.

As the vision of the pioneers in this organization grew their club expanded. With Mrs. Lowe as first president, quarters were secured on the fifth floor of the Grand Theater Building. In 1911 more space was acquired when the club took over the old Christian Science Church on Baker Street, between West Peachtree and Spring. Finally, in 1920, the club secured a really adequate home when it was enabled to purchase the handsome stone residence of well-known attorney William A. Wimbish on the west side of Peachtree between 13th and 14th streets. Here, during the past 30 years, the Atlanta Woman's Club has become everything its founders hoped for, and has expanded mightily, in both membership and in service to the community.[20]

On the stormy night of January 25, 1896, the one hundred and thirty-seventh anniversary of the birth of the great Scottish bard, Robert Burns, a group of Atlantans met at the invitation of Dr. Joseph Jacobs in the banquet room of the Aragon Hotel to organize the Burns Club of Atlanta.

At the opening of the meeting Dr. Jacobs was elected temporary president and master of ceremonies, and Piromis H. Bell, temporary secretary. The room was beautifully decorated with Scottish banners and flowers of the poet's native land. The minutes of this first meeting recite that "after a hearty banquet of dainty and substantial Scotch dishes and drinks, the following programme was rendered":

Song "Scotland Yet"	James McWhirter
Sketch of Burns' Life	Piromis H. Bell
"Address to the Deil"	Dr. Joseph Jacobs
Song "Annie Laurie"	James McWhirter
A Talk on Burns	John Roach Straton
Reading "Tam O'Shanter"	Hamilton Douglas
The Golden Locks of Anna	A. A. Meyer
Reading	Alex W. Bealer
Dedication of Second Volume (Burns' Poems)	Donald M. Bain
Song "Coming Through the Rye"	James McWhirter

At the conclusion of the formal program, it was resolved to form a permanent organization to meet annually to celebrate the poet's birthday, and that the qualifications for membership should be "good citizenship and admiration and love for the great poet." Hamilton Douglas was elected president, Donald M. Bain, vice-president, and Joseph Jacobs, secretary.

With each passing year the membership and the attendance on the meetings increased, and the programs grew in interest, many of them being of the highest order of merit. The annual meetings, held each January 25th, were held in members' homes, and at the Aragon Hotel and Kimball House. Long before the first decade of the club's existence had expired, however, the members had begun to indulge the hope that the organization might own its own home.

This matter was left to the initiative of Dr. Jacobs who, in 1907, secured an option on a suitable tract of land on the east side of Underwood Avenue near the Confederate Soldiers' Home. So that the club might take title to the land it was incorporated that year as "The Burns Club of Atlanta." The petitioners for incorporation, all members of the club, were John S. Cameron, B. M. Blackburn, Alex S. Taylor, Alex McLendon, Frank T. Ryan, Joseph Jacobs, Donald M. Bain, H. H. Cabaniss, A. J. McBride, J. H. Lumpkin, Kenneth G. Matheson, Amos Fox, L. Gholstin, W. L. Calhoun, Eugene Oberdorfer, Thomas H. Morgan, Alex J. Campbell, J. Frank Beck, C. C. McClaughrey, Julius L. Brown, Sam W. Small, Andrew McElroy, Hugh Crawford, D. B. Evans, Alex Cruikshank, W. E. Mansfield, Harry Silverman, W. B. Roberts, J. P. Murphy, John Adams, Otto Schwab, C. A. Smith, J. L. Maude, J. E. McLaughlin, and John M. Graham, all of Fulton County, and Piromis H. Bell and T. J. Flake, of De Kalb County.

The clubhouse, built from plans by Architect Thomas H. Morgan, was formally opened on January 25, 1911, the 15th anniversary of the organization, with Lucian Lamar Knight as the orator of the occasion.

The cottage, in shape and size, is an exact replica of the original cottage at Alloway near Ayr, birthplace of the poet. The interior has been somewhat changed. The "butt" and "ben" are exactly like those in the original, but the "byre" and "barm" have been thrown into one room which is the assembly room of the club. While the cottage is built of materials different from those used in the original cottage, its external appearance is very much the same, and it is believed that it is the only club house in the world which is a replica of the original Burns Cottage. It is located in a park of nine acres of which the portion immediately surrounding the building has been improved, the rest being left in its original state.

The Burns Club is one of the outstanding literary institutions of the city. Indeed, many distinguished guests have been entertained there, including Sir Harry Lauder, Lord Glentana and Sir Robert Wakefield, ex-Lord Mayor of London, and his retinue of titled English men and women who visited America in 1922 in the interest of the Sulgrave Commission. Among the noted literary men who have been active or honorary members of the club have been Frank L. Stanton, Montgomery M. Folsom, Lucius Perry Hills, Charles W. Hubner and Wightman F. Melton.

Said the late Walter McElreath, writing in 1940:

"... Beyond all question, the Burns Club has been the most cosmopolitan social organization which has ever existed in Atlanta. In a city of this size, people tend to organize themselves into groups based upon race, religion, professions, political affiliations or social caste. In the Burns Club Jews and Gentiles, Catholics and Protestants, college professors, judges and the unlettered, capitalists and stone cutters, meet in common fellowship conscious only of the inherent equality of all men of good character. . . . They have met, many of them native Scots, to sing the songs of Scotland, and to recite the matchless poems of Robert Rurns, in the spirit of his inspired democracy, and to keep green the memory of the immortal poet and philosopher who taught in inspired verse that despite rank, which is but the guinea's stamp, 'a man's a man for a' that.' "[21]

Golf, for which Atlanta has since become famous, first appeared inconspicuously in the city during 1896 when a seven-hole course was laid out by the Piedmont Driving Club. No lessons were given by the first professional, Jimmie Litsner, whose principal duties were the supervision of caddies and the repairing of golf clubs.[22] The game was never featured by the club and the early experiment was short lived.

The next attempt at a course resulted in "Brookstone," at Kirkwood, a fifteen-minute ride by trolley from the city. The land was provided in 1898 through the generosity of Lawrence Brooks, of that suburb. Invitations were sent to prospective members, which resulted in sixteen acceptances. At the first meeting, officers were elected and plans were laid. Mr. Brooks was made first president. John Spalding was elected vice-president and Robert C. Clarke, secretary-treasurer. Messrs. Henry W. Grady, Jr., and J. M. Selkirk, who made a trip to Scotland to learn the game, and Harry Stearns, composed the greens committee. By the time of opening day, May 7, 1898, membership had grown to twenty-seven, of whom five were ladies.

On the day of the opening the fairways were in pretty good shape and ready for the players. Although the greens were still unsodded and slightly rocky, it was hoped soon to remedy this and also to lengthen the course, and if possible build a club house.

They were an ambitious lot, this small group of pioneer players. They planned a weekly tournament for Thursday afternoons, with a trophy called the "Summer Cup" to be played for. The ladies were also to have a tournament. But the club house was never built, the greens were never planted, the course never lengthened. However, the golfing spirit lingered in Atlanta, to burst into full flower some years later.[23]

The local death roll for 1896 was studded with old and well-known names. Among the deceased were Bishop Atticus G. Haygood, son of ante-bellum

Atlanta lawyer, Green B. Haygood, Methodist minister and bishop, president of Emory College and editor of the *Wesleyan Christian Advocate;* John Bolton Johns, age 90, pioneer citizen of the Rehoboth Church neighborhood of De Kalb County, fatally injured when he was knocked down by a calf; Levi C. Wells, merchant and former member of city council, native of near Athens, Tennessee, and a resident of Atlanta since 1856; Shadrach W. Inman, patriarch of the Inman family in Atlanta, age 85, born on the banks of the French Broad River in East Tennessee, grandson of Abednego Inman, who, with his two brothers, Shadrach and Meshach, passed through the fire of the Revolutionary War. Shadrach W. Inman was ruined financially by the War Between the States, and moved to Atlanta shortly thereafter, entering the cotton business. He died survived by a younger brother, Walker P. Inman; three sons, Samuel M., and Hugh T., of Atlanta, and John H., of New York, and by three daughters, Miss Jennie Inman, Mrs. E. R. Du Bose and Mrs. T. H. Bell. Son John H. Inman, multi-millionnaire railroad financier, died later in the year in New York.[24]

Others were Henry G. Saunders, born in Delhi, India, son of an English army officer, publisher of the *Atlanta City Directory* since 1891, and secretary of the Chamber of Commerce; Colonel Thomas R. Egleston, a former merchant of Charleston, South Carolina, and father of Thomas Egleston, of the well-known fire insurance firm of Perdue & Egleston; Dr. William Simpson Armstrong, noted physician and son-in-law of the late Colonel L. P. Grant; Judge Richard H. Clark, native of Savannah, and Judge of the Stone Mountain Circuit; B. Socrates Ivy, foreman of the W. & A. R. R. foundry, born in Marthasville in 1844, son of Henry P., and grandson of the pioneer, Hardy Ivy; Judge John N. Fain, originally of Dandridge, Tennessee, former merchant, and for 12 years Fulton County School Commissioner; William McNaught, Scottish-born hardware dealer and paper manufacturer, a resident since 1859; Acquilla J. Orme, Sr., pioneer Atlanta railroad man, born in Pennsylvania, and brother of the late William P. Orme and of Dr. F. H. Orme; Captain William J. Garrett, originally of South Carolina, formerly of Campbell County, wholesale grocer and ex-Fulton County commissioner; George Stewart, of West End, pioneer railroad contractor and former lieutenant of police and local superintendent of streets, who cleared the debris of war after Sherman's departure; Colonel George S. Thomas, noted lawyer; Dr. H. V. M. Miller, physician and eloquent orator; Edward A. Werner, born in Pendleton, South Carolina, a resident of Atlanta since 1845 and old-time railroad man; Dr. F. D. Thurman, native Virginian, ante- and post-bellum Atlanta dentist and horticulturist, whose residence was on the present site of the Biltmore Hotel; Henry Bankston, age 85, a resident of West Fulton County for 60 years; Horace Bradley, noted artist, died in Denver, Colorado, and native of Adairsville, Georgia; John Stephens, a son of the Emerald Isle, Confederate veteran, wholesale grocer and grandfather of the noted author of *Gone With the Wind;* Mrs. Martha Todd, age 94, of near Ponce de Leon Springs, widow of pioneer citizen Richard C. Todd; Charles Beerman, German-born merchant and joint proprietor of the Kimball House; Major Madison Bell, former member of Cobb's Legion, C.S.A., Comptroller-General of Georgia during the Bullock regime and prominent lawyer; David W. Pope, successful merchant, native of Cobb County and a prominent resident of West End; Dr. Henry H. Green, ex-Confederate soldier, and merchant turned physician, proprietor of a famous dropsy cure, who treated 47,000 patients, thereby making a fortune of $200,000; Edward Wachendorff, well-known nurseryman, struck by a Southern Railway switch engine at the Simpson Street crossing; Margenius A. Bell, old-time lawyer and a son of pioneer merchant James Bell, and Walter S. Bell, native of Chillicothe, Ohio, successful lumber dealer and member of city council.[25]

NOTES—CHAPTER 74

[1] Cooper, *The Story of Georgia,* III, 360-362; Saye, *Constitutional History of Georgia,* 329-330.

[2] *Atlanta Constitution,* Dec. 23, 1896.

[3] *Ibid.,* Dec. 24, 1896.

[4] *Ibid.*

[5] *Ibid.,* Feb. 14, 1896.

[6] *City Directory,* 1896.

[7] *Ibid.*

[8] *Ibid.*

[9] Commission Book, Department of Archives and History, Atlanta.

[10] *Atlanta Constitution,* May 18, 1896.

[11] *Ibid.*

[12] Built by the Austell family. Still standing at the northwest corner of Forsyth Street and the railroad bridge. It has changed hands several times since its erection, and is now known as the Ten Forsyth Street Building.

[13] Reference is made to the present Georgia Savings Bank, or Flatiron Building. The structure, completed in 1897, was built by the English-American Loan & Trust Company, of which Rufus B. Bullock was president, and Roby Robinson, cashier. For some years it was called the English-American Building.

[14] The latter, known for some time as the Lowndes Building and later as the Candler Annex, stood just south of the Candler Building on Pryor, and was torn down in 1950.

[15] Present site of the Jefferson Hotel, Pryor and Alabama streets.

[16] This building, destroyed by fire on February 9, 1953, was located adjacent to the present Union Depot and in rear of the Glenn Building at Spring and Marietta streets. The fire cost the life of Assistant Fire Chief Morris H. Dean.

[17] Still in operation on the original site at Chattahoochee, Georgia.

[18] *Annual Reports, City of Atlanta, 1896,* pp. 31-32.

[19] City directories, 1896-1920; Cooper, *Fulton County,* 621-623; Knight, *Georgia and Georgians,* IV, 2007; *Atlanta Constitution,* Apr. 30, 1934, Nov. 2, 1937.

[20] City directories, 1896-1921; Cooper, *Fulton County,* 816-817.

[21] Walter McElreath, "The Atlanta Burns Club," *A.H.B.,* XX (Jan. 1940), 3-15.

[22] Miller, ed., *Atlanta,* 124.

[23] Augusta Wylie King, "Golf as First Played in Atlanta," *A.H.B.,* XXXII (Dec. 1947), 9-11.

[24] "Garrett's Necrology."

[25] *Ibid.*

CHAPTER 75

1897

THE city election of December 2, 1896, for officers to serve during the ensuing two years was one of the most quiet affairs of its kind ever held in Atlanta. Less than 2,500 votes were polled.[1]

Former sheriff J. J. Barnes, his anger over the escape of Will Myers having subsided, was elected to the unexpired first ward council seat of L. P. Thomas, resigned. Clarence Stephens was elected city sexton over the independent candidate, J. C. C. Carlton. These were the only contests, the other Democratic nominees having had no opposition.[2]

The new mayor for 1897-1898 was 48-year-old Charles A. Collier, lawyer and the recent President and Director-General of the Cotton States and International Exposition. New members of council elected to serve with him, with the exception of J. J. Barnes, just noted, were:

Alderman, north side—Frank P. Rice.
Alderman, south side—Isaac S. Mitchell, grocer.

Councilmen:

First Ward—Milton P. Camp, hay and grain merchant.
Second Ward—Rufus T. Dorsey, lawyer.
Third Ward—Eldred S. Lumpkin, lawyer.
Fourth Ward—George P. Howard, proprietor, Howard Transfer Co.
Fifth Ward—Luther P. Stephens, physician.
Sixth Ward—Edward C. Peters, realtor and banker.

Hubert L. Culberson continued as the single councilman from the seventh ward.[3]

Atlanta's ministerial officers for 1897 were: recorder, A. E. Calhoun; clerk, W. D. Greene; comptroller, J. H. Goldsmith; tax collector, E. T. Payne; assessors, C. D. Meador, J. H. Ewing; marshal, A. W. Hill; treasurer, J. T. Orme; building inspector, F. A. Pittman; engineer, R. M. Clayton; attorney, J. A. Anderson; electrician, T. J. Harper; sexton, Clarence Stephens; warden, G. H. Saxe.[4]

The only new Fulton County official for 1897 was E. B. Rosser, president of the Exchange Bank, who succeeded Joseph Thompson as a Commissioner.[5]

Some heavy losses were sustained by the Atlanta Police Department during 1897. First, on July 13th, Patrolman Robert Lee Albert, age 26, was shot by a Negro at the head of the steps leading from the Broad Street bridge to the railroad tracks. The Negro was acting suspiciously and the young officer was approaching to question him. The wound resulted fatally on July 17th. Young Albert was born in Conyers, Georgia, and came to Atlanta about 1890, where he worked for a time as a streetcar motorman. He joined the police force in 1893, and for the past two years had been studying dentistry. In another year he would have received his diploma.[6]

Police Chief Arthur B. Connolly, a member of the force since 1875, and chief since 1881, died on August 20th. He was succeeded by senior Captain William P. Manley.[7]

Patrolman Thomas J. Ponder, a native of Cherokee County, Georgia, and a member of the force since 1893, met death at 6 P.M. on November 8th. He entered the wholesale liquor house of L. Steinau at 44 Wall Street to investigate a burglary. As he got inside a shot rang out from the shadows in the rear, and Officer Ponder fell, shot through the lung. He lies buried in old Hickory Flat Cemetery, near Canton, in his native Cherokee County.[8]

The vicissitudes of life are no more poignantly set forth than in the simple entries of the old police station "sleeper's book." On the night of October 16, 1897, a *Constitution* reporter interviewed the station sergeant, a kindly man with a genuine feeling of sorrow for his clients.

"Last night at 9:30 o'clock a gray-haired man walked into the police barracks and stepped with uncertain gait up to the station sergeant's desk. He had every appearance of a man who had seen better days, and he spoke with the air of one who felt humbled in the presence of the uniformed man with brass buttons.

"What can I do for you, sir," asked the sergeant as he glanced at the visitor over the rims of his spectacles.

"You can do for me something which I once thought I would never have to beg for," was the reply, "a night's lodging."

"The sergeant took out a little book known as the 'sleeper,' and asked the stranger his name. He gave it with considerable hesitation.

"As soon as the name was mentioned the sergeant looked at him more closely and asked:

"You once held a responsible position in the Atlanta post office, did you not?"

"Y-e-s," was the reply, "how did you know that?"

"Oh, I remember you in better days when no man held his head higher or was more trusted and honored."

"And you know what has brought me to this?"

"Yes, whiskey."

"That's right, but don't let anyone know I had to sleep here."

"The promise was given and the man was taken back and assigned to one of the cells reserved for the poor unfortunates.

"As the key turned upon the stranger, the station sergeant said to the reporter:

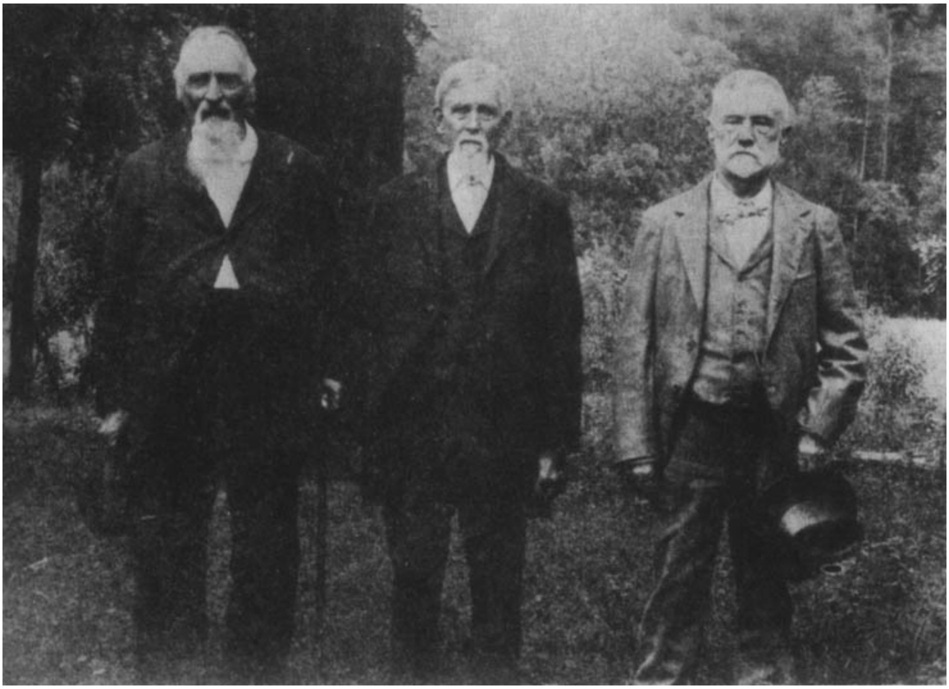
"That man has been living in Waynesboro. He was at one time in the post office and was as brilliant a man as I ever knew.

"The sergeant picked up the 'sleeper's' book and continued:

"Mercy on me, what a lot of stories this little book can tell. I have registered here many a poor fellow who was once sleeping on the best beds in the Kimball House. Only two nights ago I wrote in this book the name of an Atlanta citizen who owned a few years ago property worth $50,000. It is said he fell in love with a woman and went to the dogs because she wouldn't marry him. He is an old Confederate soldier, and I always have him well taken care of.

"You will find here the name of a woman who lived in a palatial residence in this city just after the war. Her husband was a wealthy merchant. She ate morphine and he lost his money. He died several years ago and she went from bad to worse. She is now one of the 'hard cases' in police circles.

"I suppose you heard about the fellow who came here four times in one night last week and was refused a bed because he looked like a suspicious character? Well, the last time he went off he lay down in the street and had to be hauled to the barracks in a patrol wagon. When he was brought in he smiled and said: 'I just had to have a place to sleep. I could have bought and paid for this whole station house twenty years ago.' He was telling the truth, for we learned afterwards that he was from Louisville and had inherited a fortune from his father, which he spent at the races and in gambling holes. He did not look like a man who drank a drop. He was simply an outcast and a tramp.



(Collection of Franklin M. Garrett,

An interesting trio of pioneer Atlantans photographed by William L. Hancock in 1897 at the residence of George W. Collier in Collier's woods, now, with fewer trees and many houses, called Sherwood Forest. From left to right: John J. "Cousin John" Thrasher, 1818-1899; George Washington Collier, 1813-1903, the "Host," and Col. George W. Adair, Sr., 1823-1899

"Just as the sergeant ceased speaking a ragged fellow with nose as red as a boiled lobster shuffled up to the door and asked with a voice as wavering and uncertain as his walk:

"Say, old pard, give a fellow a place to roost tonight."

"He was accommodated and the sergeant concluded his dissertation on the sleeper's book with the remark:

"There are others, and he is one of them."[9]

For some time before 1897, a need had been felt by the numerous Catholics, now living on the north side of town, for a church of their own. This need resulted in the establishment of the Sacred Heart Church at the junction of Peachtree and Ivy streets.

The Sacred Heart Parish was established in 1897 by Bishop Thomas A. Becker, of the Diocese of Savannah. Its territory, taken from the old Immaculate Conception Parish, included all that part of Atlanta lying north of Edgewood Avenue, the Georgia Railroad and the W. & A. R. R.

The site of the new church was bought by the Marist Fathers of Jefferson College in July, 1897, for $12,000, and on September 6th the Marist Society of Georgia was incorporated by Fulton Superior Court. During 1897 and 1898, $10,851 was raised by contributions from 74 subscribers, and Sacred Heart Church was built for $28,000, leaving a debt of $17,149.

The main altar, costing $1,750, was given by Dr. R. D. Spalding, Louis Gholstin and Bishop Becker; the Blessed Virgin's Altar was given by Mrs. John Ryan, and St. Joseph's Altar by Mrs. William B. Cox. Furnishings of the altar were contributed by Mrs. Horne.

The new church was dedicated May 1, 1898, by Bishop Becker and the first organ was installed the same year. The Rev. William Gibbons was the first priest, the parish being in charge of the Fathers of the Society of Mary. In September, 1898, Father Gibbons retired and was succeeded by the late noted Rev. John E. Gunn, S.M.

The Sacred Heart Church grew very rapidly, and the original edifice stands today as the only twin-steepled house of worship in the city.[10]

The Atlanta Post Office changed hands on October 8, 1897, when President McKinley appointed former Postmaster William H. Smyth to succeed Dr. Amos Fox, incumbent since 1893.[11]

The long-standing intermittent dispute between Decatur and Stone Mountain relative to a possible removal of the capital of De Kalb County from the former to the latter, came to a head in 1896 and 1897.

For some years prior to 1896, the inadequacy of the old courthouse building, erected a few years after the fire in 1842, had been manifest, and it was decided to replace the historic old structure with a more commodious seat of justice. Accordingly, De Kalb Ordinary Ragsdale advertised for bids. The advertisement was met by an injunction from certain proponents of Stone Mountain as a county seat to prevent the erection of a new courthouse in Decatur. This stalemate was broken by a decision to hold an election on December 2, 1896, to determine the removal question. Much to the chagrin of the Decaturites, Stone Mountain won by a vote of 814 to 160. The validity of the election was then questioned, it finally being determined by the Supreme Court of Georgia in March, 1897, that the election was valid.[12]

Those who favored the retention of Decatur as the county seat were by now thoroughly aroused. They had one more card to play—an appeal to the Legislature. Accordingly, a bill was introduced in November, 1897. The vote resulted in 85 for removal and 60 against. However, as removal required a two-thirds vote the bill was lost. The next day a motion to reconsider was made, but it was defeated, 52 to 36.

Decatur kept the courthouse, but it was a hard fought battle from beginning to end—both sides having worked with a vim never before equalled in county affairs.[13]

Bids for a new building were reopened on January 26, 1898. The plans as described by the *New Era* "called for a building (on the same site) 101 x 110 feet; height from basement floor to the crown on the brow of Justice, 126 feet. In the basement will be the heating apparatus, fuel room closets, a room for holding elections and a county court room.

"The first floor will be occupied by the county officers, including the county school commissioners and justice of the peace for the Decatur District. An arrangement made by Ordinary Ragsdale provides for a special room for ladies equipped with toilets, etc.

"The second floor will be taken up with the superior court room, grand jury room, two witness rooms, jury rooms and prisoners' room. The court room, when completed, will be one of the nicest in the State. The dome is to be framed of heart pine and covered with heavy galvanized iron, the roof being red tile. The inside finish is to be native hard pine oil finish. The whole building when finished will be a modern, up-to-date structure, with best arrangement of offices possible, amply large for the convenient transaction of business and safety of the papers and records."[14]

By early April, 1898, the old courthouse building, a witness to many stirring events over the preceding half century and more, was coming down. Commented the *Constitution* on the 7th:

". . . The work of tearing away the old courthouse of De Kalb County, to make place for the new one which is to be erected there was begun yesterday morning. The cupola of the old building has been dismantled. The old clock that for so many years has told the time to the citizens of the county and rung the hours, was taken down, and the large bell, that could be heard for miles, was brought from its high place to the ground.

"The work will progress with haste and in a few weeks the walls of the historic old building will be scattered to the ground, a mass of broken bricks. These walls are nearly two feet in thickness and after nearly a century (*sic*) of seasoning, have become as one stone.

"A temporary house is being erected on the public square where the county offices will be placed until the handsome new building is completed, which, it is expected, will be a year."

The cornerstone of the new courthouse was laid on November 24, 1898, with impressive Masonic ceremonies. A large number of citizens, many ladies from Decatur and elsewhere, and Masons from Atlanta, Decatur and Lithonia were present. A feature of the ceremony was a short address on the history of the county by Hon. Milton A. Candler.[15]

The new building, completed during the following year, served its purpose adequately until mid-September, 1916, when it was gutted by a blaze of undetermined origin. Fortunately few records were lost in this fire, as they were protected in vaults.[16] Not long afterward, the present courthouse was erected which, with additions made in 1950 and 1951, stands upon one of the oldest courthouse sites in upper Georgia.

"FROM GRIDIRON TO THE GRAVE"

That headline in the *Constitution* for Sunday, October 31, 1897, almost sounded the death knell for football in Georgia. It was inspired by the fatal injury of the University of Georgia's fullback, Richard Von Gammon, of Rome, Georgia, during a game with the University of Virginia at Atlanta's Brisbane Park,[17] on Saturday afternoon, October 30th.

Gammon, one of Georgia's best and most popular players, and member of a prominent Rome family, received his injury, concussion of the brain, during the second half of the game. He received good preliminary medical attention on the field from doctors called down from the stand, but he never regained consciousness and died at Grady Hospital early Sunday morning, age 18.

Virginia went on to win the game 17 to 4, but to all intents and purposes the play on which Gammon was hurt was the last play of the 1897 season. A vast hue and cry against football was raised all over the South. Practically every Southern college immediately discontinued its football schedule. Boards of trustees of most of the institutions were hastily summoned to sound the knell of the game.

The situation and the game was saved only by the gallantry of the mother of the victim. Mrs. Gammon addressed a letter to the trustees of the University of Georgia, in which she eloquently set out that she knew her son's dying wish, had he been able to express it, would have been not only that the game should be continued but that everything should be done to encourage the sport. And she declared that his wish was her wish. Football was saved![18]

Not, however, before Atlanta's city council outlawed the game within the city limits or on any territory incorporated for police purposes. The football ordinance, sponsored by Alderman James G. Woodward, was passed on November 1st over opposition headed by Councilman Edward C. Peters, who doubted seriously that the enactment would stop boys from playing football.[19] Passed in the heat of the moment, the ordinance was repealed before time for the 1898 season.

The local death roll for 1897 included a number of old and well-known names. Among the deceased were F. M. Wellborn, a landmark of the Redan area of De Kalb; Alfred Gaines Chisholm, native of La Fayette, Alabama, a son of pioneer citizen William A. Chisholm, a member of the Gate City Guard and a Confederate soldier, whose earlier life was as tempestuous as his later life was placid; James H. Porter, native of Madison, Georgia, Confederate veteran, pioneer local railroad man, manufacturer and banker; Allen Veal, pioneer resident of Stone Mountain and maternal grandfather of the late Charles P. King of Atlanta; Dr. James P. Hambleton, ante-bellum Atlanta physician and, for a period in the 1860's, editor of the *Southern Confederacy*. He died in Washington, D. C.; Reuben Nelson Thomason, aged 94, born in Laurens District, South Carolina, and one of the oldest residents of the Buckhead District; Jefferson Cain, Pennsylvania-born locomotive engineer for the W. & A., in charge of the *General* on that fateful April day in 1862, when the locomotive was stolen at Big Shanty by the Andrews' raiders; Major Sidney Root, previously noted; Colonel Edwin N. Broyles, founder of a well-known Atlanta family, lawyer, and a native of Buncombe County, North Carolina; Dr. J. T. Leftwich, pastor, until 1877, of the Central Presbyterian Church; John Silvey, born in Jackson County, Georgia, resident of Atlanta since 1847 except for a couple of years in the California gold fields, and a prosperous wholesale dry goods merchant; Colonel Cornelius R. Hanleiter, pioneer Atlanta printer, telegraph operator and publisher; Dr. John S. Holliday, Sr., physician, merchant and clerk of Fulton Superior Court, who came to Atlanta from Fayetteville,, Georgia, just after the war; Er Lawshe, native of Union County, Pennsylvania, pioneer watchmaker and jeweler, a resident since 1848 and son-in-law of old citizen Willis Peck; James P. Crockett, died by his own hand (shotgun), native of Henry County, and a substantial merchant of both Decatur and Atlanta; Colonel George T. Fry, Confederate soldier, Atlanta lawyer from 1867 to 1890, died in Chattanooga; Moses Lipes, Virginia-born contractor and builder; Judge Cicero H. Strong, ante-bellum Atlanta cotton merchant and a former judge of the old Fulton County Inferior Court; Emanuel Rich, one of three brothers who founded the great department store bearing his name; George T. Ogletree, native of Newton County, contractor and builder, and resident of Atlanta since 1853; Colonel Isaac W. Avery, noted Atlanta journalist, fatally injured by a fall down the back steps of his home in Edgewood while investigating the barking of a watchdog during the night; Thomas G. Healey, previously noted; John Ryan, Sr., native of Tipperary, Ireland, a resident of Atlanta since 1852, and one of its most successful retail dry goods merchants, father of Stephen A., J. F., Charles I., A. J., and R. A. Ryan, Mrs. H. G. Kuhrt and Miss Ida Ryan; Scott Thornton, native Atlantan, son of the late Captain Simeon W. Thornton, and a well-known local actor; Samuel McWilliams, an old resident of the Panthersville District of De Kalb, the father of 29 children and a son of the pioneer John McWilliams; S. K. "Uncle Solomon" Pace, a son of original settler Hardy Pace, old resident of the Buckhead District, and a former judge of the Fulton County Inferior Court. He died and is buried at Vinings in Cobb County; Marat Megee, born in 1805, one of the oldest residents of the Adamsville section of Fulton County.[20]

One of the most colorful railroad men ever to live in Atlanta was John A. "Whistling John" Cheves, member of a pioneer Carroll County family founded by Alison Cheves, a planter of near Villa Rica. John A. got a job firing on the old Georgia Pacific, now Southern, between Atlanta and Birmingham, and was shortly promoted to engineer. He soon developed into a veritable master of the whistle cord. His realistic whip-poor-will imitations were looked forward to by residents along the line and gave a bit of cheer on many a cold winter night.

Then, on August 26, 1897, they came to an end. "Whistling John," at the throttle of westbound freight No. 45, whip-poor-will whistle going full blast, leaned into a curve at Cook Springs, near Eden, Alabama, and ran head-on into an eastbound extra freight, over which he was supposed to have the right-of-way. The young railroader died in the cab of engine 69 at the early age of 26. He lies buried in a well-marked grave in the Pleasant Grove Baptist Churchyard, two miles west of Villa Rica and near the right-of-way he made so tuneful in the 90's. His epitaph, carved on the north die of his tombstone, is as distinctive as was his whistle:

"Thou art gone dear John
  but we know as you
  sleep beneath the sod,
You are sleeping the sleep
  that has no end,
In Paradise with God.

"You were faithful and true,
  a brave engineer.
At your post you were faithful
  to the end.
And your fate was caused by
  carelessness,
Not yours, but of other men."[21]

NOTES—CHAPTER 75

[1] *Atlanta Constitution,* Dec. 3, 1896.

[2] *Ibid.*

[3] *Annual Reports, City of Atlanta,* 1899, p. 592; *City Directory,* 1897.

[4] *City Directory,* 1897.

[5] *Ibid.,* Cooper, *Fulton County,* 709.

[6] *Atlanta Constitution,* July 18, 1897.

[7] *Ibid.,* Aug. 21, 1897.

[8] *Ibid.,* Nov. 9, 1897.

[9] *Ibid.,* Oct. 17, 1897.

[10] Martin, *Atlanta,* II, 572; Cooper, *Fulton County,* 571; *Atlanta Constitution,* Mar. 26, 1950.

[11] Record of Postmasters, Fulton.

[12] 102 *Ga. Reports,* 53, "Wells *vs.* Ragsdale."

[13] *De Kalb New Era,* Nov. 25, 1897.

[14] *Ibid.,* Dec. 23, 1897.

[15] *Atlanta Constitution,* Nov. 25, 1898.

[16] *Atlanta Journal,* Sept. 13, 1916.

[17] Located at Windsor and Glenn streets.

[18] *Atlanta Constitution,* Oct. 31-Nov. 1, 1897; Fuzzy Woodruff, *A History of Southern Football, 1890-1928* (3 vols., Atlanta, 1928), I, 71-73.

[19] *Atlanta Constitution,* Nov. 2, 1897.

[20] "Garrett's Necrology."

[21] *Ibid.; Atlanta Constitution,* Aug. 27, 1897; Fred Denton Moon, "Whistle Laughs at Enemy," *Atlanta Journal Magazine,* June 11, 1933.

CHAPTER 76

1898

CHARLES A. COLLIER, mayor of Atlanta during 1897, served also through the Spanish-American war year of 1898. And, as usual two new aldermen and one new councilman from each ward were elected for the year to succeed those whose terms had expired. The aldermen were John D. Turner, president of the Exposition Cotton Mills, for the north side, and James L. Mayson, attorney, for the south side. The new councilmen were:

First Ward—Macon T. LaHatte, manager, LaHatte Printing Company.
Second Ward—Green B. Adair, real estate.
Third Ward—Edward P. Burns, freight agent, W. & A. R.R.
Fourth Ward—William S. Thomson, lawyer.
Fifth Ward—D. N. McCullough, commission merchant.
Sixth Ward—T. A. Hammond, Jr., lawyer.
Seventh Ward—J. Stapler Dozier.[1]

Atlanta's ministerial officers for 1898 were mostly the same who had served in 1897. Exceptions were J. Lawrence Harrison, added to the board of assessors; and J. K. Hunter, warden, succeeding G. H. Saxe.[2]

The 1898 election for county officials in Fulton resulted in only one change. C. S. Robert succeeded W. W. Griffin as surveyor. In De Kalb County, at the same time, C. H. Tally succeeded H. C. Austin as sheriff, and T. C. Jackson succeeded F. L. Guess as surveyor. All other officers were re-elected.[3] The personnel of the Fulton County Commission was changed during the year by the election of Benjamin F. Walker and Clifford L. Anderson to succeed C. A. Collier and J. J. Spalding, whose terms had expired.[4]

The election for governor in 1898 produced three candidates, Allen D. Candler, Secretary of State; Robert L. Berner, of Forsyth, an experienced legislator, and Judge Spencer R. Atkinson, then a member of the Railroad Commission and a former Justice of the State Supreme Court.[5] The victor, Mr. Candler, was born in Lumpkin County in 1834 and graduated from Mercer University. He lost an eye during his Confederate service, and returned to Jonesboro, as he said, "with one wife, one baby, one dollar, and one eye." He taught school for five years, and then entered business as a contractor at Gainesville. After several terms in the General Assembly, he was elected to Congress in 1882. In 1894 he became Secretary of State, serving in that office until elected governor. He was conservative by nature, and inclined to view the problems of his day in the light of the business man's ideal. He gave the State an economic and efficient administration.[6]

The one-cylinder Spanish-American War of 1898 produced no marked effect upon the Atlanta area, though it did create some excitement, brought some distinguished visitors to the city, and, toward the end of the year, in connection with a Peace Jubilee, inspired a number of social functions.

For some time past relations between the United States and Spain had been strained, the dogs of war were tugging at the leash, and only a spark was needed to turn them loose. Fate provided an explosion.

On the morning of Wednesday, February 16, 1898, the *Constitution* carried the now historic headline:

"BATTLESHIP MAINE IS BLOWN TO ATOMS
UNDER SHADOW OF MORRO CASTLE."

Shocked Atlantans read with horror of the catastrophe. The number of casualties was not known. All boats of the Spanish cruiser *Alfonso XIII* were searching Havana harbor for survivors. Despite Captain C. D. Sigsbee's plea that "Public opinion should be suspended until further report," Thursday's *Constitution* carried the headlines:

" 'TWAS THE DEED OF A DESIGNING DASTARD
THAT SUBMERGED THE BATTESHIP MAINE"

"HEAVY INDEMNITY OR WAR WITH SPAIN"

"MAINE WRECKED BY TREACHERY—WHAT
PROMINENT ATLANTANS SAY OF THE DISASTER"

Mell R. Wilkinson: "The Spaniards evidently struck a match under the *Maine*."

Dr. Knott: ". . . treachery. . . ."

Morris Brandon: ". . . accident. . . ."

Arnold Broyles: ". . . accident. . . ."

Judge W. L. Calhoun: "It looks very much like treachery to me."

Morris Rich: "I don't see how the vessel could have been blown up by accident."

Engene M. Mitchell: "I do not know what to think, but it seems to me that the idea that the Spaniards did it is absurd."

George Muse: ". . . looks very suspicious."[7]

At the time of the destruction of the *Maine,* Miss Elizabeth Venable, of Atlanta, was visiting in Key West, where her brothers, William H. and Samuel H. Venable, as contractors, were building fortifications.

The wounded survivors of the ill-fated battleship were brought to Key West, whereupon Miss Venable constituted herself a one-woman relief association to minister to them. Indeed, it was for good reason that she was called "The Angel of Key West." Assisted by two old colored servants, she prepared and distributed delicacies to the men. Her pen was busy and her days were full, as she wrote at the dictation of the sailors to their families to give the welcome news that such a one, though wounded, had survived. As a direct result of her work at Key West, the Atlanta Relief Association, of which more later, was formed.[8]

While hostilities with Spain were a foregone conclusion, it was not until late in April that a state of war was declared.

Naturally the war was of great concern to Atlantans, and it came close to them in many ways. By May 1, the cracker factories of Frank E. Block and Thomas S. Lewis were busy making "hardtack" for the troops. Concern was felt as to the fate of Lieutenant Andrew S. Rowan, who was in Cuba to deliver his now famous "message to Garcia."[9]

On April 23rd, President McKinley called on Governor Atkinson for two regiments of infantry and two batteries of light artillery. On May 4th Camp Northen was established at Griffin on the State camp grounds, and on the 7th the first detachment of Georgia volunteers, 49 in number, left Atlanta for the camp under Captain (later Major) Cleveland Willcoxon. Judge Henry B. Tompkins, having had yellow fever, called on President McKinley and offered to raise a regiment of "immunes," that is, of men who had survived the disease. Commodore George Dewey was the hero of the hour, as his report of the Battle of Manila Bay arrived via Hong Hong a week after the event. Four hospital stewards "arrived on the vestibule over the Southern from Washington" to set up a hospital at Fort McPherson. The first Spanish prisoners arrived at the Fort.[10]

Numerous trains of troops and supplies poured through Atlanta en route to Tampa. Colonel "Teddy" Roosevelt passed through the city on May 13th, en route to Texas to aid General Wood in command of a cowboy brigade. The Y.M.C.A. pitched a tent at Camp Northen, with Frank K. Boland of Atlanta, a student at the Southern Medical College, in charge as assistant secretary. Atlanta's quota of men to be furnished the Army was fixed at 500; Savannah's at 600. A popular lapel ornament was the Cuban flag intertwined with a miniature of the Stars and Stripes. It was announced that the St. Simon's Hotel would not open that summer, being exposed to Spanish guns.[11]

The last of May it was announced that the men of the 2nd Georgia Volunteers, stationed at Palmetto Beach, Tampa, Florida, were not yet on the Army payroll, and would not be paid that week-end as expected. Some of them had been in the service for several weeks, and were beginning to feel the pinch of poverty; there was actual suffering among them.[12]

This situation brought a prompt response from the young society girls of Atlanta. On May 30th, they organized the Atlanta Relief Association at the Capital City Club. Funds were solicited, and almost overnight $702.00 was subscribed. Within a week a generous check had been dispatched to Tampa, and subscriptions totalled more than $1,200. The check inspired a note of gratitude from Captain J. Van Holt Nash, Jr., of the 2nd Georgia.[13]

From its organization on May 30, 1898, until it was disbanded March 15, 1899, the Atlanta Relief Association did outstanding work. The officers were:

Miss Ella M. Powell, President;
Miss Jennie English, Vice-President;
Miss Isma Dooly, Secretary;
Miss Joan Clarke, Asst. Secretary;
Miss Annie Nash, Treasurer;
Miss Elizabeth R. Venable, Chairman, Executive Committee.

Though the tide of feminism was rising, the young ladies evidently felt the need of masculine sponsorship, for they elected the following gentlemen to serve as a Board of Directors: Clark Howell, William H. Venable, J. Van Holt Nash, and J. W. English. The members met, worked, and raised funds for the relief of their heroes.[14]

A committee composed of Misses Ruth Hallman, Jennie English, Ruth Cunningham, Isma Dooly, and Miss Morrow, inspected the hospital at Fort McPherson, doubtless finding it full of fever patients. On June 11th, the Association sponsored a barbecue at the Venable place near Stone Mountain, 168 chaperones being invited. The materials for the barbecue and Brunswick stew were donated by patriotic citizens; of the many who bought tickets several hundred attended, and the Association netted approximately $500 for its work. On June 27th, Mr. Thanhouser's stock company at the Grand gave a benefit performance of *The District Attorney* for the Association.[15]

This fine organization, the spiritual descendant of the relief organizations sponsored by the women of the Confederacy—and a sort of collateral ancestress of the present day Junior League, continued to function throughout, and beyond, the duration of actual hostilities. Early in August, as the war was drawing to a close, a stand of colors was presented to the 2nd Georgia at Tampa by a committee composed of Miss Ella Powell, Mrs. Owsley, Miss Caroline Gordon, Miss Raine, Miss West, Miss Rosenfeld, Miss Gude, Miss Earnest, and Miss Morrow.[16]

The movements of the Georgia Volunteer troops during the brief war were as follows:

First Georgia Volunteer Infantry, and Batteries A and B, Artillery, under Colonel Alexander R. Lawton, moved to Chickamauga Park, Georgia. They returned to central Georgia and were mustered out in November, 1898.

Second Georgia Volunteer Infantry, Colonel Oscar J. Brown, soon after muster-in, left Camp Northen at Griffin for Tampa, en route to Cuba; for some unexplained reason, the orders to move to Cuba never arrived. Finally this regiment was moved to Huntsville, Alabama, and was brought back to Atlanta for muster-out in November, 1898.

Third Georgia Volunteer Infantry, Colonel (later Judge) John S. Candler, was mustered in August 24, 1898, stayed at Camp Northen until November 21, when it was sent to Cuba for occupational duty. In 1899 it was returned to Georgia and was mustered out at Augusta.

The total number of officers and men in the Georgia volunteer troops was 3,531. Casualties totalled 156, as follows: by accident, 3; by disease, 51, and by desertion, 102.[17]

Indeed, hospital trains were all too familiar to Atlantans during the war period. Comparatively few of the men brought to the hospital at Fort McPherson were wounded, though 235 of the latter did arrive from Santiago. Most frequently, the trains were full of sick men, most of whom suffered from typhoid or malarial fever.[18]

In addition to the Atlantans and Georgians serving with the Georgia volunteers, many served with distinction in other military commands. Local casualties as reported from time to time by the press were:

Corporal C. A. Isom, died September 10th, at Camp Northen. He was a member of Battery A, and descended from pioneer settlers of North Fulton County. He is buried in the Isom Family Cemetery on Northside Drive.

Robert Fulton Hughey, killed July 2nd at Santiago in the assault on San Juan Hill. He was a private in Company B, Sixth Infantry, U. S. Regulars, and was the son of Mrs. Thomas Hughey, 15 Queen Street, Atlanta. Private Hughey was buried on the battlefield.

Second Lieutenant Josh W. Johnson, died October 11th, of fever, in Santiago, Cuba. He was a member of Ray's immune regiment, U. S. A., and resided at 143 Windsor Street, Atlanta. In civilian life he was a broker, as was his father, W. A. Johnson, of Atlanta.

Charles W. Roach, died October 29th, at Camp Northen, a private in Captain Baker's Company, Third Georgia, Volunteer Infantry. He was a son of Mrs. E. M., and the late Dr. E. J. Roach, of Atlanta.[19]

The Atlanta newspapers were, of course, represented by able correspondents. Julian LaRose Harris, a son of the noted story-teller Joel Chandler Harris, went with the troops to Tampa as correspondent from the *Constitution*. There he shared the fate of many of his comrades—was stricken with fever and never reached Cuba. He sent in a number of dispatches before he was taken ill, and arranged a "scoop" for his paper by sending in photographs not yet released by the censors, thus enabling the *Constitution* to be the first in the country to publish the pictures upon their release.[20]

John S. Cohen, correspondent for the *Journal*, with the American fleet, likewise was responsible for a world "scoop" for his paper. His dispatch, covering the bombardment of Fort Cabanas, near Havana, appeared in the *Journal* for April 30, 1898. Mr. Cohen was soon called to military service as Captain of Georgia Volunteers, from which rank he was promoted Major. It was as "Major Jack" Cohen that he was known affectionately throughout his life.[21]

Another war correspondent, who represented the *New York Journal* in Cuba with distinction, was Walter Howard, who, in 1900, married Miss Isabel Lawson Newman, of Atlanta, daughter of Judge William T. Newman.[22]

It was during the Spanish-American War, that an American sailor—whose boyhood was spent in Marietta, achieved signal distinction. He was Flag-Lieutenant Thomas M. Brumby, son of Colonel A. V. Brumby, first superintendent of the Georgia Military Institute at Marietta, and one-time Atlantan. Thomas M. Brumby was a lieutenant aboard the *Olympia*, flagship of Admiral Dewey, and was credited by E. W. Harden, of the *Chicago Tribune*, with having suggested the plan of battle which resulted in the great victory of Manila Bay on May 1, 1898, an engagement which made Dewey a national hero. Be this as it may, it devolved upon Lieutenant Brumby to hoist the American flag over the surrendered city.

Returning home some months later, Lieutenant Brumby was the hero of the hour in Georgia. A great demonstration was planned in his honor, and during impressive ceremonies on the capitol grounds in Atlanta, he was presented with an elegant sword. Governor Allen D. Candler, introduced by Clark Howell, president of the State Senate, made the presentation. Brumby, no speaker, managed to stammer his simple thanks and to tell the audience that he merely did his duty as a simple sailor. Unobserved by the vast throng, but sitting quietly and proudly in the background was the aged mother of the man so signally honored.

Fate was to decree an early end to Lieutenant Brumby's naval career, which had begun upon his graduation from the Naval Academy in 1873. He died at Garfield Memorial Hospital in Washington on December 17, 1899, at the age of 44. His body was brought to Atlanta and interred in Oakland Cemetery. Not long afterward the remains were moved to West View Cemetery, where a tall obelisk is appropriately inscribed to his memory.[23]

An outstanding event in local annals for 1898, was the Atlanta Peace Jubilee, held on December 14th and 15th, celebrating the success of American arms in the late war.

A great public meeting was held in the Agricultural Building at Piedmont Park, built for the Cotton States and International Exposition of three years before. President William McKinley made an impressive speech upon this occasion, following which Generals Wheeler, Shafter, Young, Henry and Lawton were presented to the meeting.[24]

The President spoke again at a banquet given in his honor at the Kimball House. With him were three members of his Cabinet, Secretaries Long, Alger and Gage. Also in the party were three major-generals, two governors and the mayor of Philadelphia. In addition to the President's address, short speeches on this occasion were made by John D. Long, General William R. Shafter, George R. Peck, General P. M. B. Young, Captain Richmond Pearson Hobson, Stephen O'Meara, Lyman J. Gage, General Joseph Wheeler, Governor Joseph F. Johnson, of Alabama, Mayor Charles F. Warwick, of Philadelphia, and Congressman Evan Settle.[25]

It is entirely possible that the meal was enjoyed even more than the speeches. The menu included Georgia quail on toast, punch a la Admiral Dewey, roast canvasback duck with mushroom sauce, cocktails, haut sauterne calvet, chateau la rose calvet, G. H. Mumm's extra dry and brandy.[26]

A substantial part of the Peace Jublice was given over to social activity. Mrs. A. B. Steele was chairman of the social events committee, and serving with her were Mrs. Allen D. Candler, wife of the governor; Mrs. Joseph Thompson, Mrs. W. A. Hemphill, Mrs. Albert Howell, Jr., Mrs. William H. Kiser, Mrs. John W. Grant, Miss Elizabeth Venable, later Mrs. Frank T. Mason, and Miss Annie Nash, later Mrs. Stuart P. Stringfellow.

At the ladies' breakfast for Mrs. McKinley, American Beauty roses were used, not only to adorn the table, but were clustered about the chandlier and the candelabra. Mrs. John W. Grant, chairman of the breakfast committee, acted as hostess, and was so seated that Mrs. McKinley was on her right. At the conclusion of the breakfast the ladies were driven to the reviewing stand at Ponce de Leon Circle, from which place they witnessed the floral parade, under the direction of Mrs. William H. Kiser. Mrs. Kiser participated in the floral parade in a turnout beautiful in its decorations of purple orchids, and was congratulated on all sides for the success she made of this picturesque feature of the jubilee.[27]

It was on December 14th, that the Atlanta Relief Association made its grandest social gesture, as a part of the Peace Jubilee. The gesture took form in a reception to "Our Distinguished Guests," from 4:30 to 6:00 at the residence of Mr. and Mrs. W. A. Hemphill, 514 Peachtree Street.[28]

Of the reception, the *Constitution* said:

"Although not on the official social program, the reception given by the young ladies of the Atlanta Relief Association at Colonel Hemphill's, in honor of the lovely daughters of General Wheeler, was attended by President McKinley, the ladies and gentlemen of the cabinet, and the distinguished officers of the army and navy, guests of the Jubilee committee. At no other private entertainment did the presidential party appear during the Jubilee, and the compliment was a high tribute to General Wheeler, the Misses Wheeler, and the young ladies of the Relief Association, acting as hostesses. . . . Lieutenant Hobson, though entertained from 4 until 6 o'clock by Mr. and Mrs. Roby Robinson, appeared before the conclusion of the entertainment, and standing with Governor Voorhees, Colonel Oliphant and other distinguished members of the New Jersey party, was accorded the enthusiastic reception that greeted him wherever he appeared during the jubilee."[29]

Diarist S. P. Richards, writing on Thursday, December 15, 1898, added a final note relative to the Peace Jubilee:

"This is the closing night of Atlanta's Peace Jubilee. For two days our city has been in excitement and fuss. President Wm. McKinley and many high dignitaries of the U. S. Government and Army and Navy and 4000 soldiers have been with us. I saw the President in his four-horse carriage. In the crush at the Capitol a pickpocket stole my purse but only got $1.35, and as this is the first loss of the kind I have ever met I got off easy."

While the Peace Jubilee of late 1898 attracted many prominent out-of-town visitors to Atlanta, a number came and went earlier in the year.

Mlle. Anna Held sang at the Grand on the night of March 4th in a clever comedy called "Gay Deceiver." While her build-up had been terrific, her performance was somewhat disappointing. Neither her songs nor her gestures were very naughty. Indeed, the local press indicated that "the popular idol of France" made no enemies and caused no enthusiasm.[30]

The "Hoosier Poet," James Whitcomb Riley, got a much better press than Mlle. Held upon the occasion of his visit on April 18th. Indeed, that evening was designated as "Riley Night" at the Grand Opera House. Mr. Riley was introduced by John Temple Graves. "The Farmer Who Was Not Discouraged" was first presented, followed by "The Feud." As an encore Riley gave the "Soldier's Story." Then, alternating with the soloists he gave in succession "Out at Old Aunt Mary's," "An Old Sweetheart of Mine," "Down at the Capital," "The Object Lesson." He closed with "Rhymes of Childhood" and character sketches from the child world. An appreciative audience of 1200 Atlantans literally made the rafters ring. It was a program filled with sentiment, humor and philosophy, all so deliciously mixed that no one in the audience could say which he enjoyed the more.[31]

The institution of the Confederate Veterans' Reunion, now a thing of the past, had its inception in 1889, when at New Orleans the Association of the United Confederate Veterans was organized. General John B. Gordon was unanimously elected general commanding, a position he was still holding in 1898. The first annual reunion was held at Chattanooga in 1890, followed by Jackson, Mississippi, 1891; New Orleans, 1892; Birmingham, 1893; Houston, 1894; Richmond, 1895; Nashville, 1897, and finally, Atlanta, for the week beginning July 20, 1898. By this time, 33 years after Appomattox, the ranks of the gray had dwindled to 40,000 men or less.[32]

This eighth reunion was held at Piedmont Park, where the exposition buildings did yeoman service. Commented the *Constitution* on the morning of July 20th:

"The confederate heroes are the toasts of Atlanta.

"Blazingly bedecked with bright bunting, flags and emblems of the royal red and white, and with a genuine warm-hearted welcome beaming from old and young, patrician and plebian, the Gate City threw open her doors to the living monuments of the old south yesterday, and with a love that knows no decline, watched them swarm into the city by the thousands to celebrate the passage of another milestone in their slow march toward the inevitable. . . .

"This will be the greatest reunion ever held. Thousands of veterans with their gray uniforms and their 'red badges of courage' are already here. Trains continue to flock into the union depot like sheep into a corral, and Atlanta will be literally swarmed with gray-coated and gray-haired heroes by tonight. Liberal estimates base the crowd that arrived from 7 o'clock Monday night until midnight last [Tuesday] night at close to 23,000. It is expected that fully 50,000 visitors will be in the city by midnight tonight [Wednesday]. If the depot was crowded yesterday, it will be packed today. Only the advance guard may be said to have arrived. . . .

"The lobby of the Kimball House and the streets in the center of town were crowded yesterday with veterans eagerly grasping one another's hand and talking of old times. Generals [Charles G.] Hooker and [Stephen D.] Lee were given a warm welcome at the Kimball and the latter enthusiastically embraced many an old comrade he had not seen for years. Everywhere could be seen groups of old soldiers chatting about Gettysburg, Atlanta, Chickamauga, and many other places where they came near passing into the next world. Many went out to the park [Piedmont] and were delighted with the auditorium and accommodations there. . . ."

The reunion was called to order at 10 A.M., July 20th, the 34th anniversary of the Battle of Peachtree Creek, by General Clement A. Evans, commander of the Georgia division. The program, liberally interspersed with music by the reunion band, consisted of the Doxology by the audience, led by cornet; a prayer by the Rev. J. William Jones, of Virginia, chaplain general of the U. C. V.; addresses of welcome by Mayor Charles A. Collier, State Senator C. G. Gray, of Fort Valley; Hon. T. B. Felder, of Atlanta; Governor W. Y. Atkinson, and Hon. W. A. Hemphill; formal turning over of the auditorium by General Evans, organization of the convention, and the annual oration by General Charles Hooker, of Mississippi.[33]

By Thursday, the 21st, Atlanta's streets and hotels were packed with humanity. A number of the churches had opened their doors to accommodate veterans for the night. Said the *Constitution* that morning:

"Not since the days of the late exposition [1895] have the streets of Atlanta presented as picturesque an appearance as they did on yesterday. With flags and bunting floating to the breeze from every housetop and building, and hundreds upon hundreds of people thronging the sidewalks and streets, the city looked as if it had for the nonce, forsaken the cares of business and given itself up unreservedly to the veterans.

"From the Union Depot to Grant Park, from Fort McPherson to the exposition grounds—everywhere, the streets were filled with a mass of surging, perspiring, but good-natured humanity. All day the car-shed was packed with incoming visitors, and the scene presented there was one of bustle and confusion. Piles of trunks ten and fifteen feet high lined the inside of the depot, and dozens of bewildered strangers rushed hither and thither looking for lost relatives and friends. In the business portion of the city each telegraph pole seemed to be the rallying point for a mass meeting of grizzled old warriors who were eagerly discussing bygone days. . . .

"When night came the average elevator man in the Equitable, Austell and other tall buildings was a very tired individual. His ups and downs were increased about 100 per cent, and his tongue was weak and weary from answering numerous questions. All day long the top of the Equitable was crowded with veterans looking over the historic battlefields of the past. The dome of the capitol was also thronged with visitors.

"Not only was the center of the city crowded, but the residence portions as well. Out Peachtree way a never-ending stream of men and women, who preferred walking to the overcrowded cars, lined the sidewalks. In some instances hospitably disposed people, whose residences were small, had erected tents in their front yards for the accommodation of guests. At the corner of Richardson and Cooper streets a tent capable of holding ten or twelve persons had been put up.

"The festive street fakir did a land office business in souvenirs and wartime pictures of various kinds. On almost every corner his insinuating voice was heard and he reaped a harvest.

"The average business man who is in the habit of eating downtown had either to forego that convenience or hie him to a saloon. The latter were packed to their utmost capacity from early morn till closing hour, but few drunks, among the veterans at least, were noticed.

"The street car lines all over the city were constantly thronged and although both the Consolidated and Traction lines had out every available car, crowds were compelled to walk.

"One of the noticeable features of the visiting veterans was the number of strangely maimed. Men with no arms, others without legs, and some with an eye shot out were by no means a rarity.

"Strange to say, with the enormous crowd in town, and the amount of convivialism, comparatively little disorder was noticeable. It is true that some of the soldiers from Fort McPherson were inclined to be boisterous and many of them ripe for trouble, but the veterans treated them kindly and there were no serious collisions.

"Many of the veterans seemed somewhat confused at the bustle and confusion of the city, and stood for hours around the carshed before they ventured out into the crowded streets. Several old soldiers had brought banjos and other musical instruments with them, and played and sang patriotic songs in the depot and on the streets, much to the delight of their listeners.

"When darkness fell on the city it saw a hot, dusty and thoroughly tired crowd of persons who were eager to seek their beds or cots and rest their weary limbs. Not until long after midnight, however, was the city thoroughly quiet and the streets deserted."

The Herculean task of feeding the veterans at Piedmont Park was handled efficiently by the reunion commissary, under the direction of Dr. Amos Fox. Indeed, from 6 o'clock in the morning until late at night, the clink clink of knives and forks, and the continual buzz of conversation resounded throughout the mammoth mess hall. Colonel Bill Sparks, who had charge of the kitchen, was indeed a busy man. Some idea of the job can be derived from the fact that an order of 10,000 pounds of boiled ham and 7000 pounds of fresh mutton was purchased by Dr. Fox from Norwood Robson, local agent, from the Schwarzschild & Sulzberger Beef Company. No veteran went hungry, and the menu each day would have done credit to Henry Durand.[34]

The principal feature of the convention on the 21st was the reelection of U. C. V. officers for the coming year. They constitute a notable list:

General John B. Gordon, commander-in-chief.
General Stephen D. Lee, commander of the department of Tennessee.
General W. L. Cabell, commander of the Trans-Mississippi department.
General Wade Hampton, commander of the army of Northern Virginia.[35]

On Friday, July 22nd, 34th anniversary of the Battle of Atlanta, occurred the parade of the United Confederate Veterans' Association and the United Sons of the Confederate Veterans, the latter headed by Commander-in-Chief Robert A. Smythe. In speaking of this great spectacle the *Constitution* said on the 23rd:

> "It was one of the grandest sights ever witnessed in Atlanta, and which promised to be one of the largest ever seen in the South. Unfortunately it was interfered with by a heavy downpour of rain, which caused more than half of the participants to disperse and seek shelter.
>
> "Though the rain fell in torrents and the streets were small rivers, the majority of the grizzled old veterans marched through it as they did in the sixties and seemed to enjoy it. Thousands of Atlanta's citizens and tens of thousands of visitors watched and cheered the mud-bespattered heroes as they marched to the tune of 'Dixie' and slowly wiped the water from their faces and wrung it out of their coats.
>
> "The most remarkable thing of the parade and the most remarkable scene which has probably been witnessed in the city, was the review of the parade by General John B. Gordon, the gallant commander of the veterans. After riding at the head of the column through all the rain, he returned to the reviewing stand, and while the rain was at its worst, with water streaming down his wrinkled face, sat astride his beautiful black horse, and with bared head watched his old comrades in arms pass slowly by. . . ."

Distinguished visitors upon the occasion of the reunion were so numerous as to defy a roll call. Among the general officers of the Confederacy, not previously mentioned, was James Longstreet, Lee's "old warhorse." Widows of late generals were in evidence too, and included Mrs. "Stonewall" Jackson, Mrs. George E. Pickett and Mrs. D. H. Hill. Miss Winnie Davis, the "Daughter of the Confederacy," was also on hand, and her presentation to a vast audience at the auditorium by Colonel W. A. Hemphill, on the evening of the 21st, brought forth the greatest ovation of the reunion.[36]

The social side was not neglected during the reunion either. As indicative of what went on each day and evening of the reunion period, the following social activities of Wednesday, the 21st, may be cited:

> "During the afternoon several brilliant social receptions were held in different parts of the city which furnished delightful entertainment to the old soldiers as well as to sponsors and maids of honor.
>
> "One of the most charming of these social affairs was the one tendered by Hon. and Mrs. Hoke Smith, complimentary to the surviving members of Cobb's legion and of Cobb's brigade. The beautiful home [197 W. Peachtree St.] was exquisitely decorated with emblems of the Confederacy and of the Union and hundreds of old soldiers availed themselves of the opportunity to enjoy the hospitality thus proffered. Mrs. Hoke Smith, neé Miss Birdie Cobb, is the daughter of General Thomas R. R. Cobb, killed at Fredericksburg in 1862. She is also the niece of General Howell Cobb, the distinguished commander of Cobb's legion.

"Of the other hosts who entertained during the afternoon may be mentioned General and Mrs. Clement A. Evans, Mr. and Mrs. Eugene Spalding, Mr. and Mrs. Frank Ellis, Mrs. Joseph Raine, Dr. and Mrs. J. S. Todd, Mr. and Mrs. W. L. Peel and others.

"In the elegant parlors of the Fulton Club [44½ Marietta St.] the visiting sponsors and maids of honor were tendered a most elegant reception between 4 and 6 o'clock.

"At his elegant home on Jackson Street, Captain John A. Miller tendered a magnificent barbecue from 4 to 6 complimentary to Company C of the Ninth Regiment of Kentucky Cavalry. In addition to the old soldiers there were some 200 Atlanta people present.

"The gathering of army chaplains and surgeons in the halls of the Young Men's Christian Association brought out many survivors of the war who had served the Confederacy in one capacity or the other."[37]

Atlanta's first and largest Confederate Veterans' Reunion ended on Saturday, July 23rd. The affair marked an epoch in the city's history. Never before did Atlanta entertain so many visitors in four days—an estimated 65,000. The Consolidated trolley system collected 80,000 nickels in one day, the 21st. Thousands came by wagon, some from points 75 miles away. The visitors who came from Clayton, De Kalb and Cobb were mostly in wagons. It is estimated that fully 15,000 came by private conveyances and on the trolley lines. Another 40,000 arrived by rail. Taken all in all, considering that it was the largest crowd ever in Atlanta at one time, and that there was not a single casualty of any kind, the reunion was the greatest thing of its kind that ever happened in the South.[38]

Among the notable local physical improvements during 1898 were the erection of the Grant, originally Prudential Building; the present Fulton County Jail, known also as the "Big Rock," and the Mitchell Street Viaduct, adjoining the present Terminal Station.

The former, built by Captain William D. Grant, with the aid of a $200,000 construction loan from the Prudential Life Insurance Company, was commenced in May and completed before the year ended, thus providing the city with another modern office building. It has been known as the Grant Building since 1910.[39]

The grim old Fulton County Tower, completed during the late summer of 1898, on Butler Street, was the third Fulton County jail, its two predecessors having been located on the east side of Fraser Street just north of Fair and only a block and a half from the present structure. The then new building was described by the *Constitution* as being a "colossal structure with an elegant interior, the finest, perhaps, on earth." The article went on to say:

"The new jail will probably be completed this week and it will not be many days before the prisoners of Fulton County will be placed in as fine a building as there is in the city. The new jail is not only a colossal structure, but it is complete in every detail and there is possibly not a prison in the world today which can compare with it. One cannot fully appreciate the size and finish of the jail unless he goes through it in company with one who is familiar with the interior. It is said that very recently a prominent citizen of the county undertook to inspect the building alone and that he actually got lost, and when he came out through a winding stair in the tower he found Hunter Street where Decatur ought to have been.

"To give some general idea of this great modern prison it may be stated that the jail proper, which does not include the front offices and jailer's apartments, is composed of an east, a west, a north and south wing with the following dimensions: East wing, 75 x 35 feet; west wing, 60 x 35 feet; north wing, 36 x 20 feet; south wing, 36 x 20 feet. There are 190 toilet apartments and 26 elegantly finished bathrooms. The tower is 138 feet high. On every floor there are electric lights and the best of sanitary fixtures. The cells are of the finest chilled steel and are arranged with outside corridors and the best of patent prison locks. The floors of the prison are of cement and can be flushed and drained in a few minutes. In the basement are rooms of machinery connected with the heating and lighting, the ventilation and the elevator. The cost of the building, not counting the outside walls, will be $175,000. . . .

"The new jail ought to have been finished under contract on the first of last January, so that six months have already been charged up to the contractors, and they will be forced to pay $15 for each day after the first of January. It is believed that the jail will be ready for occupancy by the first of August

"The contractors are L. P. Hazen & Co. The superintendent is Mr. H. C. Hazen. Mr. Grant Wilkins is the architect and he is represented at the building by Mr. R. C. Prosser. Mr. Charles H. Hagemann is the foreman.

"Though the work is greatly behind, yet when the new jail is finally finished Fulton County will have the finest prison in this country and, perhaps, in the world."[40]

Following its description of the new jail, the *Constitution* for the same day gave an interesting account of the about-to-be-abandoned old jail:

". . . So, with the passing of the old prison some of its history is interesting. The woes and tragedies which have been witnessed within its walls; the prayers of anguish which echoed through its corridors; the human depravity which has passed through its portals, and the terrible crimes which it has heard rehearsed would fill a mighty volume as replete with sensations as the 'Arabian Nights.'

"In this old prison the death watch has preceded many a cowering victim to the dark and awful gallows. Here the hand of the desperate suicide has sought death rather than be hurled into eternity by the hangman's rope. Here the seared conscience has cowered in the dark dungeon when alone with guilt and God. Here tears have fallen, like drops of blood wrung from agonizing hearts, while loving ones wept o'er those who had fallen beneath the avenging hand of the law. Here the mother has wept over the erring son, the wife over the sinning husband, and the sister over the fallen brother. Those old walls have heard, perhaps, many times some despairing wretch repeat the cry of the Master of Life, 'My God, my God, why hast Thou forsaken me.'

"Eight times from within that old prison has the doomed murderer walked to the gallows and paid the penalty for his crime.

"The first hanging witnessed in the jailyard after the old jail was erected was that of Belton O'Neal, who killed a man named Little at the corner of Marietta and Broad streets. The murder was committed with a knife. O'Neal faced his fate nervously, and walked from the jail with a trembling and unsteady step. He was said to have been an abject coward and tottering to the gallows exclaimed: 'I can't stand it.'

"The next victim of the gallows furnished by the old jail was a negro called 'Orange,' who killed another negro.

"The third victim was Amos Purifoy, a negro, who killed a white merchant named Casey.

"The fourth was George Washington, who shot another negro named Oliver, on Fraser Street, with a Winchester.

"Then came the hanging of Charley Ozburn who shot to death John Bradley, a grocer, about a bill of a few dollars. On the day of the shooting, and shortly after he was arrested, Ozburn remarked to a friend:

" 'I want you all to make haste and get me out of here on bond.'

"Poor fellow, he never secured his freedom until death on the gallows gave it to him. The most strenuous efforts were made to save Ozburn's life and while in jail he became almost a babbling idiot.

"Peter Daniel, a negro, came next. Daniel killed a negro woman on Harris Street because he was jealous of another man. An effort was made to get him pardoned, but it failed.

"The seventh man hanged at the old jail was Arthur Hanye, a young white man, who killed Will Spinks in a fight by stabbing him in the temple.

"The eighth and last man was Tom Cyrus, who shot and killed Annie Johnson last summer. . . .

"The most famous cell in the old jail is known as 'Spot 12.' It is the first cell as you enter the door of the prison and is separated from the corridor by a cage through which all persons entering the jail must pass. 'Spot 12' has held many notable prisoners besides those who were hanged, for it was used for the prisoners charged with serious crimes.

"Edward Flanagan, who murdered the woman at Poplar Springs [in De Kalb County], spent many days in this cell trembling in fright at the sounds outside which he believed to be from a mob coming to lynch him. Here was also once confined Samuel Fleming, the most noted bigamist ever arrested in Atlanta, who was a blind counterfeiter and had had more than a dozen wives. George Vanderbilt, one of the black sheep in the wealthy family of that name, spent a while in 'Spot 12,' while under a charge of forgery, which was afterwards compromised. Tom Woolfolk, who was hanged in another part of the state for the murder of his entire family, was in this cell just prior to the time when he was taken out to be executed. Louis Hanvey, the wife murderer, now serving a life sentence in the penitentiary; Joe Dean, the negro who was hanged in Campbell County for killing old man Lee, and many other murderers, sent here for safekeeping to await trial or execution, spent the last wretched days of their existence in 'Spot 12.'

"There were two very noted prisoners once confined in the jail who escaped the gallows by being sent to the insane asylum. One was Sam Hill. Hill drew the famous pictures on the walls of the cell known as 'Spot 12,' and which were allowed to remain there until a few years ago. He shot and killed John Simmons about his wife. The trial was one of the most noted that ever occurred in the state.[41] Hill was convicted and sentenced to be hanged, but he was sent to the insane asylum, from which place he escaped. He is still at large and has been seen in the west a number of times.

"Alex Carr, who shot and killed Mr. King on Broad Street four or five years ago, was convicted, and like Hill, he was sent to the insane asylum after one of the most subbornly contested cases that was ever tried in the state. Carr is now in the asylum.

"There were some very noted escapes, most prominent of which was, of course, the escape of Will Myers. . . .[42]

"There was one very noted suicide in the old jail. Milt Malone, who killed Frank Phillips, was convicted of murder and sentenced to be hanged. This case was stubbornly fought in the courts, but nothing could be done to save the man from the gallows. Realizing this at last, Malone, who had said all along that he would never be hanged, took a dose of strychnine the night before the day for his execution and died about the very hour when he would have been hanged.

"In making a brief review of the history of the old jail the moonshiners, who have spent many days beneath its roof, must not be overlooked. Hundreds of the hardy mountaineers of Georgia have sighed for freedom and fresh air in the old prison while serving sentences for distilling whisky unlawfully by the light of the moon.

"It is said that once the jailer found two moonshiners making whisky in a coffee pot, out of the corn bread they had been given to eat. It was good whisky and would make the drunk come quick and furiously, so a guard stated who sampled it.

"Three moonshiners attempted to escape about a year ago by cutting a hole in the flooring to an annex to the jail. The hole was under the sheet of zinc which protected the floor from the heat of the stove. They were caught as they were crawling under the house.

"Asberry Gentry, a famous Georgia moonshiner and outlaw, escaped from the jail and was never recaptured. 'Dutch Joe,' a counterfeiter, who escaped with him was rearrested only a few months ago and sent to the penitentiary at Columbus. . . .

"The following have acted as jailer and have presided over the destiny of the old jail: W. A. Bonnell, John Wise, Seab Ozburn, Crandall Poole, John Mardis and William Maddox.

"Maddox is the jailer at present, and he will move the prisoners into the new jail and take charge of that building.

"Just what will be done with the old jail building is not known, but it is believed it will be torn down and the lot divided up and sold to private citizens by the county commissioners.

"So, after a service of 27 years, the old jail of Fulton County will pass away with its memories of crime and tears, murder and death, sorrow and despair."

The Mitchell Street viaduct, begun in 1898, was completed in the spring of '99, and represented a long-needed improvement. Indeed the west side people had for some time pleaded for a way to reach the center of the city that was not fraught with the dangers of a grade crossing. The Southern and Central of Georgia railway companies contributed $40,000 toward the cost of the bridge, the remainder being paid by the city.[43]

As the outgrowth of a feeling by Atlanta Presbyterians that there should be a strong church of that denomination on Atlanta's north side, the North Avenue Presbyterian Church was organized on December 4, 1898, by 100 members from the First Church, 15 from the Central Church, and one from the First Church of Athens, Georgia.

The organization of this church was suggested by Dr. E. H. Barnett, pastor of the First, and Dr. G. B. Strickler, pastor of the Central Church.

Mrs. J. M. High, Mrs. Clement R. Harris and Mrs. J. D. McCarty were active in the movement, and Hoke Smith, Walker P. Inman and Dr. Marion Hull were leaders in the first meeting, which was held in Mr. Inman's residence.

Dr. Theron H. Rice, pastor of the Central Church from 1896 to 1908, was named by the Atlanta Presbytery to be chairman of a committee to organize the new church. The first official meeting of the membership of the North Avenue Presbyterian Church was held in the Merritts Avenue Methodist Church, the only other religious edifice in the immediate neighborhood. The first board of elders was composed of Harvey T. Phillips, Dr. Marion McH. Hull, James P. Field and Robert H. Jones. At the same time Hoke Smith, J. K. Ottley, A. M. Hoke and Henry A. Inman were selected as deacons. The new organization then extended a call to the Rev. Richard Orme Flinn, a native of Milledgeville, Georgia, and formerly pastor at Kirkwood. He accepted, and acted as supply from January 1, 1899, until he was installed as pastor on April 23rd of the same year. Dr. Flinn served the North Avenue Church, which had 116 charter members, until his resignation in July, 1939—more than 40 years. He served as pastor emeritus until his death in March, 1948.

Soon after, plans had been completed for a permanent home for the church, and to implement them, $19,000 was raised by subscription, of which $18,000 was spent for the lot at the southeast corner of Peachtree and North Avenue, where the church now stands. The site had been lately occupied by the residence of Edwin R. DuBose, of the Chamberlin-Johnson-DuBose Company. The building program was helped immeasurably by the generosity of the Messrs. William H. and Samuel H. Venable, who donated the granite out of which the building was constructed. The Venable brothers made the gift in the name of their mother, Mrs. Sarah C. Venable, and the granite was especially quarried from Stone Mountain for the purpose.

The cornerstone of the church was laid on May 23, 1900, by James W. Martin. Since Mrs. J. M. High had made the first subscription to the building fund, her daughter, Dorothy High, was accorded the honor of breaking the first ground. The new church was first occupied on Thanksgiving Day, 1900, and was dedicated on June 23, 1901, by Dr. B. M. Palmer, of New Orleans.

Rapid growth of the church—by 1923, 3078 members had been taken in—necessitated enlargements. The lot to the south on Peachtree, owned by Mrs. E. G. McCabe, was acquired, in addition to property to the rear, facing Courtland Street. The beautiful Sunday School building, at Courtland and North Avenue was completed in 1930. The first Sunday School superintendent incidentally was Hon. Hoke Smith.

Through the years many prominent clergymen have spoken from the pulpit of the North Avenue Presbyterian Church. Among them have been Dr. F. S. Myers, Dr. G. Campbell Morgan, and Dr. F. Stuart Holden, all of London; Dr. Wilbur Chapman, Dr. S. D. Gordon, Dr. E. O. Guerrant, and other evangelists; Dr. R. A. Torrey, Dr. S. V. Gordon, Dr. Harris E. Kirk and other great scholars and Biblical teachers of America; S. H. Hadley, Mell R. Trotter and other leaders in rescue work in New York and the west.[44]

Sunday, April 18, 1898, witnessed the dedication of two other new church buildings, St. John's Methodist, at Georgia Avenue and Loyd Street, and Inman Park Methodist, at Edgewood Avenue and Elizabeth Street.

Bishop C. B. Galloway, of Jackson, Mississippi, preached the dedicatory sermon at St. John's, which church was the result of the union of two congregations, the Ira Street mission and the Capitol Avenue mission. The shell of the new church had been built on its 1898 site in 1890.

Bishop Galloway likewise dedicated the new building of the Inman Park Church, originally organized in 1868, long before the suburb of Inman Park came into being. The new edifice was erected on ground donated by Asa G. Candler, by then the prosperous, but not yet wealthy President of The Coca-Cola Company. Mr. Candler held membership in this church until the end of his life, 31 years later.[45]

Among the Atlanta institutions of today, which started in 1898, were the Atlanta Athletic Club and the Atlanta Title Company.

The former was organized on August 15th of that year by an athletically minded group of local citizens, including Burton Smith, brother of Hoke; George W. Adair, Jr., Arnold Broyles, Barnwell S. Dunlap, Colonel W. L. Peel, and others. A charter was soon secured, and temporary quarters were occupied at 56 Edgewood Avenue—the present site of Atlanta's handsome new Y.W.C.A. building. The original officers of the club were Burton Smith, president; Arnold Broyles, vice-president, and B. S. Dunlap, secretary-treasurer. After four years in its original quarters, the Athletic Club removed, on November 27, 1902, to 37 Auburn Avenue, a location it was to occupy for nearly a quarter of a century, and in which building it was to be followed by the Y.W.C.A.

In 1900, George W. Adair, Jr., became a member of the board of directors of the Club, and began his unremitting efforts to have the Club build a golf course. Then, in April, 1905, the membership elected Mr. Adair president, and voted to build a golf course at East Lake, for several years past a popular pleasure resort.

The original seven-hole course, completed in 1906, was designed by Bendelow, the renowned golf architect. Shortly after the course was completed, Lawrence Eustace, of New Orleans, won the first southern championship tournament ever held at East Lake.

In those early days the golf interest in the Club was kept alive by F. G. Byrd, W. P. Hill and Lowry Arnold, who were enthusiastic and experienced golfers. Under their tutelage and fired by their example, the Club soon produced a score of good golfers—such men as George Adair, W. R. Tichenor, S. C. Williams, Charles P. King, Dowdell Brown, W. K. Stone, W. H. Glenn, and others.

In 1910 the southern tournament was again held in Atlanta. From that year until 1914 no local golfer of particular note appeared, but it was about the latter year that the youthful trio of Bobby Jones, Perry Adair and Alexa Stirling began to attract notice. Jones, about whom much more later, entered the southern tournament of 1915 at the early age of 13, and created a sensation by his showing.

During the next year he earned world-wide attention when, at 14, he entered the national tournament and defeated two old-time champions, before being beaten on the third round. In 1917 he captured the southern title in the tournament at Birmingham. The following year, because of the war, there was no tournament, but in 1919 Jones dropped the title to Nelson Whitney, of New Orleans. He regained it the following year. In 1921, when he was in Europe with the American golfing team, the southern championship went to his friend and team-mate, Perry Adair, who also wore the colors of the Athletic Club. Miss Stirling, the Club's other famous golfer of the period, won the national woman's amateur title at Brookline, Massachusetts, in 1917, and again in 1919 and 1920.

The old seven-hole course of 1906 was soon enlarged to nine and then to eighteen. In 1913, President Adair proposed the idea of rearranging the course to have each nine end at the clubhouse. This idea was carried out and the new course was formally opened on July 4, 1915. The work, however, was considerably delayed and the Club handicapped when fire destroyed the East Lake Country clubhouse on March 22, 1914. It was immediately rebuilt and was ready for occupancy a few weeks before the new course was ready.

After serving as president of the Athletic Club for six years, and as director for four years, Mr. Adair refused reelection in 1911, stepping down in favor of William H. Glenn. He remained on the board, however, until 1915. In that year Asa G. Candler, Jr., and Scott Hudson were named to the board, and the latter was made chairman of the greens committee at East Lake. Four years later he was elected president, and served most ably for a period of years.

In 1911 the Club decided to name an athletic committee, and the late A. A. Doonan was selected as chairman. Under his direction, and with the coaching of the noted Joe Bean, the Athletic Club produced championship players and teams in such diverse sports as baseball, basketball, tennis, swimming and track. Indeed, the first track team of the Club consisted of one man, Walter Scott, who won the annual road races held at Birmingham three times.[46]

During the mid-twenties the Athletic Club essayed its greatest building operation, its present downtown club, which was opened in the summer of 1926 under the management of W. E. Richardson, for many years previously, associated with the Piedmont Driving Club. The late author of "Gone With the Wind," then writing for the *Journal Magazine,* in describing the new building, said:

> "To describe as magnificent the new home of the Atlanta Athletic Club, which is being completed at a cost of a million and a quarter dollars on the site of the old Lyric Theater at Carnegie Way and Cone Street, is to tell only half the story of this splendid new building. It is magnificent in furnishings and appointments, in beauty of design, in the luxuriousness of its velvet rugs, its red and gold damask draperies, and its elaborately carved panelling.
>
> "But almost immediately this first impression is crowded out by the thought of the completeness of its equipment for physical development, recreation and sports, its great tiled swimming pool, its squash tennis courts, its handball courts, its gymnasium with a seating capacity for 2000 spectators for the club's basketball and other games, its locker rooms for club members, for the club's teams and for visiting teams; its women's locker room and showers, its boys' locker room and showers, its business men's locker room, showers and special gymnasium; its wrestling room, its boxing room, its bridge room, its billiard room and its Turkish bath with various attendant rooms, steam room, dry heat room, needle shower room, electric cabinet 'baking out' room, massage room, barber shop, and, in fact, practically everything that would appeal to this side of the masculine nature.
>
> "When the new Athletic Club first throws open its doors, probably around June 1, the dreams of its members will be realized and Atlanta will have one of the finest buildings of its kind in the United States. There are larger clubhouses—though this one rises eleven stories to the roof garden—but there are none finer and none more elaborately or more completely equipped. . . .

"From basement to the elevator penthouse, which rises above the roof garden and contains all the electrical machinery of the building, the new Atlanta Athletic Club justifies every cent of the million and a quarter dollars spent on it, and when completed will be one of the show places of the city."[47]

Presidents of the Atlanta Athletic Club, from its organization to 1953, have been: Burton Smith, 1898-1903; Arnold Broyles, 1903-1905; George W. Adair, 1905-1911; W. H. Glenn, 1911-1912; J. H. Porter, 1912-1915; Asa G. Candler, Jr., 1915-1917; John W. Bachman, 1917-1919; Scott Hudson, Sr., 1919-1937, Col. Robert P. Jones, 1937-1942; Henry C. Heinz, 1942-1943; E. A. Thornwell, 1943-1946; Robert T. (Bobby) Jones, 1946-1947; T. Richard Garlington, 1947-1949; W. B. "Bip" Farnsworth, 1949-1951; Alfred D. Boyleston, 1951-1953.

Thousands of Atlanta home and property owners, now and in past years have rested secure in the knowledge that their property titles have been searched and insured by the Atlanta Title Company. The firm was established in 1898 and devoted the first two years of its existence to the building of the nucleus of what was to become the most complete title plant in the State. Therefore, it was not until May 30, 1900, that the first title policy was written. Known originally as Title Guarantee & Trust Company, it was first located at 18 East Alabama Street, with Harry M. Atkinson as president, and Felix Camp, an attorney specializing in title examinations, as title officer. In 1901, the firm moved to the new Empire (now C. & S. Bank) Building.

Five years later the company was reorganized as the Atlanta Title Guarantee Company and moved to the just-completed Candler Building. New officers were W. S. Thomson, president, Judge John S. Candler, vice-president, and James Walter Mason, secretary and treasurer. The latter, a native of Paulding County, a graduate of the University of Georgia, Class of '97, and still in the active practice of law in Atlanta, had more to do with the building of the Title Company's plant, particularly in its formative stages, than probably any single individual.

During the year 1912 the company moved to the Trust Company of Georgia Building. Banker John E. Murphy became president, with Mr. Mason continuing as first vice-president and treasurer. The late William J. Davis, Sr., succeeded to the presidency in 1918, at which time the firm established new headquarters at 15 East Alabama Street, across the street from its original home. Shortly afterward, in 1920 the name was changed to Atlanta Title & Trust Company. As the decade of the 1920's ended, the Title Company occupied its present quarters at Pryor and Auburn Avenue, in a building for many years previously occupied by the Haverty Furniture Company. Mr. Davis continued as president until 1938, when he was succeeded by W. D. Thomson, a son of former president, W. S. Thomson.

In 1943 the Lawyers Title Insurance Corporation, of Richmond, Virginia, acquired the stock of the Atlanta Title & Trust Company, and since that time titles examined by the Atlanta Title Company, as it is now called, have been insured by the Lawyers Title, a company with assets of over seven and a half million dollars and facilities for insuring titles in 28 states. Pearce Matthews has headed the Atlanta Title Company since the 1943 merger.[48]

The great gold rush to the Klondike in Yukon Territory during the late 90's, inspired, among other things, the naming of a De Kalb County post office. The office was established in the village still called Klondike in the extreme eastern part of the county, near the Rockdale line, on January 4, 1898. Two postmasters, James J. Robertson and Edward C. Powell, in succession, served the office until April, 1902, when it was discontinued and the mail sent to Lithonia for distribution.[49]

A number of old and well-known local citizens joined the innumerable caravan to the great beyond during 1898. Among them were Dr. J. J. Cowan, a native of Abbeville, South Carolina, a practicing physician for 45 years, and a resident of De Kalb County since boyhood; Dr. William Abram Love, a noted Atlanta physician; Gresham B. Stewart, merchant and longtime resident of West End; Varney A. Gaskill, died in Rutland, Vermont, a native of that state, teacher, preacher, ante-bellum Atlanta lawyer and Confederate soldier; Dr. Fielding Travis Powell, practicing physician, native of Nashville, Tennessee, a resident of Atlanta since 1856, poet, and for the last nine years president of the Eclectic Medical Society of Georgia; Willard H. Nutting, well-known young banker and insurance man, and brother of the late James R. Nutting; Dr. Hugh Hagan, a rising young physician and native of Richmond, Virginia; Judge John S. Bigby, lawyer and industrialist, originally of Coweta County, and former judge of the then Tallapoosa (now Coweta) circuit; Colonel Thomas W. Latham, of a pioneer Campbell County family, Confederate soldier, lawyer, legislator, and former solicitor general of the Coweta circuit; Aquilla B. Mathews, retired merchant, born in Wilkes County, Georgia, a resident of Atlanta since 1867 and of West End for 30 years.[50]

Others were George J. Howard, more recently of Augusta, but formerly a well-known wholesale druggist in Atlanta, and the father of Mrs. Asa G. Candler, Mrs. T. J. Ripley and Mrs. W. S. Ansley; Professor Alexander N. Wilson, the East Tennessee educator, who came to Atlanta in 1854 and was one of its pioneer teachers; Colonel William C. Glenn, lawyer and son of Colonel Jesse A. Glenn, of Dalton, Georgia; General Frederick W. Benteen, native Virginian, veteran of the Union Army during the War of the 60's, Indian fighter, and a member of the U. S. Army until he retired in 1888 and moved to Atlanta; Dr. W. P. Bond, pioneer De Kalb County physician and state legislator; Major John A. Fitten, born in Augusta and reared in Adairsville, Georgia, school teacher, Confederate soldier and an Atlanta hardware merchant since 1866; Carl J. Weinmeister, native German, one-time member of the telegraph construction corps of the Union Pacific Railroad, a resident of Atlanta since 1870 and proprietor of Weinmeister's Hotel; Captain Olmius Reneau, pioneer Atlanta railroad man and former city councilman; Judge Isaac Newton Wilson, a pioneer resident of Decatur; Dr. Edward H. Barnett, native of Montgomery County, Virginia, and pastor of the First Presbyterian Church; Captain A. J. Lyle, Tennessee-born Confederate soldier, brother-in-law of Dr. E. L. Connally, East Point merchant, and later an Atlanta real estate man; Judge Marshall J. Clarke, former Judge of Fulton Superior Court, a bachelor and son of pioneer citizen James Clarke; Thomas R. R. Cobb, a promising young lawyer, grandson of the noted Howell Cobb. The widow of young Cobb, née Maud Barker, served for many years as Georgia's State Librarian; Leaver Richardson, a pioneer citizen from Philadelphia, a skilled machinist, volunteer fireman, planing mill proprietor, and father of the late Alonzo Richardson, of Atlanta; A. D. Wimberly, an old and respected citizen of the Adamsville District, and Jonathan Norcross, age 90, a pioneer of Marthasville days, and the last surviving ante-bellum mayor of Atlanta.[51]

NOTES CHAPTER 76

[1] *Annual Reports, City of Atlanta,* 1899, p. 592; *City Directory,* 1898.

[2] City directories, 1897-1898.

[3] Commission Book, Dept. of Archives and History, Atlanta.

[4] Cooper, *Fulton County,* 709.

[5] Cooper, *Story of Georgia,* III, 370.

[6] Saye, *Constitutional History of Georgia,* 334.

[7] Quoted, Croom Partridge, "Remember? or Atlanta During the Spanish-American War," *A.H.B.,* XXXV (Oct. 1951), 39-64.

[8] *Ibid.,* 39-40.

[9] *Ibid.,* 42.

[10] *Ibid.*

[11] *Ibid.*

[12] *Ibid.,* 43.

[13] *Ibid.*

[14] *Ibid.,* 43-44.

[15] *Ibid.,* 44.

[16] *Ibid.*

[17] *Ibid.,* 60.

[18] *Ibid.,* 61.

[19] "Garrett's Necrology."

[20] Partridge, "Atlanta During the Spanish-American War," *loc. cit.,* 48.

[21] *Ibid.*

[22] *Ibid.*

[23] Knight, *Georgia and Georgians,* III, 1449-1450; "Garrett's Necrology."

[24] Cooper, *The Story of Georgia,* III, 376.

[25] *Ibid.,* 376-377.

[26] Medora Field Perkerson, "John W. Grant's Scrapbook," *Atlanta Journal Magazine,* Feb. 6, 1927.

[27] *Ibid.*

[28] The Hemphill residence, a large frame structure, stood on the west side of Peachtree between Linden Street and North Avenue.

[29] Quoted, Partridge, "Atlanta During the Spanish-American War," *loc. cit.,* 45.

[30] *Atlanta Constitution,* Mar. 5, 1898.

[31] *Ibid.,* Apr. 19, 1898.

[32] *Ibid.,* July 20, 1898.

[33] *Ibid.*

[34] *Ibid.,* July 21, 1898.

[35] *Ibid.,* July 22, 1898.

[36] *Ibid.*

[37] *Ibid.*

[38] *Ibid.,* July 24, 1898.

[39] Partridge, "Atlanta During the Spanish-American War," *loc. cit.,* 63; city directories, 1899-1911.

[40] *Atlanta Constitution,* Aug. 1, 1898.

[41] 64 *Ga. Reports,* 453.

[42] *Cf.* Chapter 72 of the present work.

[43] Martin, *Atlanta,* II, 184; *Annual Reports, City of Atlanta,* 1899, p. 41.

[44] *Atlanta Journal,* Dec. 2, 1923; Cooper, *Fulton County,* 559-561; *Who Was Who in America,* II, 191; city directories, 1898-1900.

[45] *Atlanta Constitution,* April 19, 1898; Candler, *Asa Griggs Candler,* 212, 338.

[46] "Atlanta Athletic Club Is 25 Years Old," *Atlanta Journal Magazine,* May 6, 1923; city directories, 1900-1912.

[47] Peggy Mitchell, "Athletic Club's $1,250,000 Home," *Atlanta Journal Magazine,* Apr. 4, 1926.

[48] *Atlanta Journal,* May 1, 1950; city directories, 1900-1945.

[49] Record of Postmasters, De Kalb.

[50] "Garrett's Necrology."

[51] *Ibid.*

CHAPTER 77

1899

ON JANUARY 2, 1899, James G. Woodward was sworn in as mayor of Atlanta, having defeated attorney Edmund W. Martin for the office in the primary of October, 1898. The election of Mr. Woodward was a distinct recognition of the growing power of organized labor in Atlanta. Though he had previously served in council, the new mayor, unlike most of his predecessors, was not a lawyer, a capitalist or a conspicuous promoter of public enterprises. He was a printer by trade, a strong unionist, and at the time of his election was in the employ of the *Atlanta Journal* as manager of its mailing department.[1]

Woodward, destined to serve four terms as the city's chief executive, was, for a quarter of a century, the stormy petrel of local politics. He was plain and blunt, quick and decided on his views and actions. Indeed, he was a highly romantic type of the old-time politician, retaining his hold almost up to his death (at 79, in 1923) upon a strong support that invariably flocked to him whenever he raised his standard for a battle at the polls.[2]

Two new aldermen and one new councilman from each ward were elected to serve with Mayor Woodward. The aldermen were Samuel Ward Day, a fish and oyster dealer, and James W. Kilpatrick, a retail grocer. The new councilmen were:

First Ward, John H. Harwell, retail grocer.
Second Ward, Joseph J. Maddox, wholesale grocer.
Third Ward, J. Sidney Holland, manager Kimball House Saloon.
Fourth Ward, John S. Parks, life insurance agent.
Fifth Ward, Andrew P. Thompson, retired hardware merchant.
Sixth Ward, Gustavus G. Roy, physician.
Seventh Ward, James W. Pope, lumber dealer.[3]

Ministerial officers for 1899 were: Recorder, A. E. Calhoun; clerk, W. D. Greene; comptroller, J. H. Goldsmith; tax collector, E. T. Payne; assessors, C. D. Meador, J. H. Ewing, and J. L. Harrison; marshal, J. J. Tolbert; treasurer, T. J. Peeples; building inspector, F. A. Pittman; engineer, R. M. Clayton; attorney, J. A. Anderson; assistant, J. T. Pendleton; electrician, T. J. Harper; sexton, H. H. Barefield; warden, J. K. Hunter; chief sanitary inspector, J. T. Lowry; commissioner of public works, David G. Wylie.[4]

The Board of Police Commissioners was composed of J. C. A. Branan, chairman; George E. Johnson, W. J. Kendrick, W. H. Brotherton, J. W. English and W. H. Patterson. Messrs. J. D. Turner, A. P. Thompson, M. T. LaHatte, J. Sid Holland, I. S. Mitchell and W. R. Joyner composed the Board of Fire Masters for the year.[5]

John A. Miller succeeded Dr. J. F. Alexander as President of the Board of Health; George W. Harrison succeeded George Hillyer as President of the Board of Water Commissioners; Joseph Hirsch continued as Chairman of the Board of Trustees of Grady Hospital, and Hoke Smith as President of the Board of Education. J. J. Maddox served as Chairman of the Park Commission.[6]

The only change during the year in the official family of Fulton County was occasioned by the death of County Commissioner Benjamin F. Walker, who was succeeded by Howard E. W. Palmer.[7]

During mid-February, 1899, a great blizzard swept through the South. Intense suffering and cold were reported from every section of Georgia, and at 7 A.M., on Monday, February 13th, the thermometer stood at eight degrees below zero in Atlanta—the coldest weather the city had ever known. Four and a half inches of dry snow lay upon the ground. Water pipes froze, stoves exploded, transportation was stalled and the telephone exchange was swamped with calls.[8]

Reported the *Atlanta Journal* that evening:

"All records known to the oldest inhabitant have been broken by the cold wave which reached its climax this morning.

"The mercury in the thermometer at the top of the custom house was 6½ degrees lower at 8 o'clock this morning than it had ever been since the weather bureau was established twenty-one years ago.

"Some of the old-timers, whose memories run back to the early part of the century, stated today that there had been no such weather as this since the terribly cold Friday and Saturday in 1835.

"There was a steady fall of temperature Saturday night, which was accompanied after midnight by a fall of snow. Atlantans who expected to awake Sunday morning and find the pavements slippery with ice were surprised to find four and a half inches of snow instead. Yesterday was considered a remarkably cold day and there were fewer people on the streets than have been seen in many a day. The street cars were running only occasionally, and walking was difficult. But there was a drop of about 20 degrees in the temperature from yesterday morning to this. . . .

"The rich and the poor have suffered the pangs of cold and hunger in Atlanta today.

"The rich have suffered because while they had money, they could not get their goods delivered and the poor have suffered—the same sad story—because there was no money, the larder was low and the coal had been burned and the hearth was cold and the room was cheerless. Weather such as has never been experienced before has carried suffering to many homes in Atlanta today.

"Organized charity has not been able to meet the demand that has been made. The Charitable Association has done a noble service to the poor people of the city; the police department has rendered noble efforts and many individuals have cheerfully given their money, but the suffering has not all been stopped. . . .

"Atlanta, quick always to respond to the plaintive cry of distress, has come quickly this time to the aid of the sufferers, but there are many families who are in need that are not known. They want for bread and fuel and clothes.

"In many a home in the great city of Atlanta no fire has burned since Saturday. Little children crying for bread and absolutely wanting for the necessities of life, are appealing to the generosity of Atlantans.

"Wagons have been running all day. Individuals have given with a liberality only to be found in Atlanta. The *Journal* has kept two wagons busy as busy could be to carry provisions to the suffering households, yet the task has not been done.

"Tonight will bring zero weather again. There will be the cruel and biting wind and the suffering, temporarily satisfied during the day, will come again. At the police station and the office of the Charitable Association is a list of the persons who have appealed for help.

"The coal men, burdened down with orders, can't supply the demands. There are hundreds of cash customers who can't be supplied because the wagons can't haul fast enough.

"If you haven't any money, then send a wagon load of your coal and provisions and divide with the suffering people who live at your door. Don't wait, for the suffering is being intensified as the weather continues. All subscriptions sent to the *Journal* will be immediately used to purchase supplies and the goods will be promptly delivered.

"At 3 o'clock this afternoon Mr. Steve R. Johnson returned from a tour of the city he made on one of the *Journal's* relief wagons.

" 'It is coal the people want,' he said. 'Tell the people who have wagons to send them to the coal yards and haul the coal to the poor people who are in absolute want.

" 'I found plenty of homes today where there has been no fire since Saturday. The people will freeze to death unless there is quick work done. No one can overestimate the suffering that is now in existence in Atlanta.'

"Mr. George E. Johnson makes about the same report. He has spent the entire morning on one of the *Journal's* relief wagons, and he makes an appeal for coal and provisions for the suffering.

"Since early morning the offices of the Atlanta Charitable Association have been thronged with men and women, white and black, who are in need of aid and who have by necessity been forced to ask the assistance of the Association to keep from freezing or starving to death. Superintendent Bryce Smith has been busy all day issuing orders for fuel to those who have made application, and at 12 o'clock he had given orders to over 300 people. . . .

"From a station house for the reception and detention of criminals, the police headquarters is today converted into a commissary station for receiving and distributing supplies to the suffering poor of the city."

Fortunately, the extreme cold was short-lived. By the afternoon of the 14th the temperature had risen to 28 degrees. The record setting emergency was over.[9]

Atlantans, until shortly after the turn of the century could not enjoy the pleasure of a free public library. True, the reading rooms of the Young Men's Library Association had always been open to the public, but the privilege of borrowing books for home use was restricted to members. The working man or woman who had no time to read or study during library hours was thus denied access to books. Reading was a luxury for those with time and means.[10]

Frequent discussions among the members of the Y.M.L.A. during the 90's led many of them to believe that it was just as imperative for the city to provide a free library for its citizens as to provide free schools. In early 1899, Eugene M. Mitchell, then president of the Y.M.L.A., had begun to notice newspaper accounts of Andrew Carnegie's gifts of library buildings to other cities, and the possibility of such a gift to Atlanta occurred to him. The Carnegie gifts of library buildings were made contingent on provision of a site and an annual appropriation from each city for the support of the library. Mr. Mitchell reasoned, as did James R. Nutting, the immediate past president of the Y.M.L.A., that such an offer to Atlanta would force the much-discussed issue of a free public library to the front. Walter M. Kelley, southern representative of the Carnegie steel interests, with headquarters in Atlanta was elected to the directorate of the Y.M.L.A., and after a suitable interval, was approached by Mr. Mitchell and other directors relative to using his influence with Mr. Carnegie to obtain a library for Atlanta.[11]

Kelley, a public-spirited citizen, and a resident of Atlanta since 1892, agreed to help, and in February, 1899, received the following letter from Mr. Carnegie:

"Feb. 2, 1899.

W. M. Kelley
Equitable Bldg.,
Atlanta, Ga.

"My dear Mr. Kelley:

"In reply to yours just received, it will give me great pleasure to present Atlanta with $100,000 to build a free public library, provided the city finds a site and agrees to maintain it at a cost of not less than $5000 per year.

"I leave the subject with you and will provide the money as you spend it, but everything must be attended to by the authorities of Atlanta. I can do nothing but provide the money and look to you to give proper attention to the matter.

"I have especial pleasure in doing something for the South, a portion of the country to which I have always been much attached and in whose problems I am deeply interested.

Very respectfully yours,
(Signed) ANDREW CARNEGIE."[12]

At this time, Mr. Carnegie had given libraries to eight American and two foreign cities, the Atlanta gift making the eleventh.[13]

The Carnegie offer to Atlanta was made public on February 8, 1899. Meanwhile negotiations with the city had been begun by Messrs. Mitchell, Nutting and Kelley. At Mr. Mitchell's request, Mayor Woodward cited the need for a public library in his inaugural address in January, 1899. Finally the above-named gentlemen, in addition to Colonel F. J. Paxon, were able to convince the Finance Committee of Council that the Carnegie offer should be accepted, which it was, on March 2, 1899.[14]

Shortly thereafter the members of the Y.M.L.A., not without some opposition from some members, voted to merge their interests with those of the new free library. Accordingly the city received, by deed dated May 9, 1899, the Marietta Street property of the association, its entire book collection, and its funds, including $11,500 invested by the association. It was stipulated by the directors of the Y.M.L.A., that the first board of trustees of the new library should be composed of six members from the association and six from the city. The trustees recommended by the board were: Eugene M. Mitchell, James R. Nutting, W. M. Kelley, F. J. Paxon, T. H. Martin, and A. A. Meyer; from the city, Julian Harris, T. J. Day, W. J. Northen, Darwin Jones, W. M. Slaton, Dr. W. S. Elkin, and H. H. Cabaniss. At the same meeting, Mr. Carnegie was elected an honorary member of the association.[15]

On September 6, 1899, the old Markham residence, on the present site of the 101 Marietta Street Building, occupied by the Y.M.L.A. since 1893, was sold at auction to J. Carroll Payne for $22,500. A few days later, on September 24th, the trustees announced that a site on the corner of Forsyth and Church (now Carnegie Way) streets had been chosen for the new building. The two lots necessary for the building were held by the Church of Our Father and by Jonathan B. Frost, consul, Woodmen of the World, for $35,000. Only $34,000 was available for the purchase, and as the owners of the new site refused to reduce their price, the difference of $1000 was raised by public-spirited citizens owning property near the new site.[16]

In October, 1899, the trustees of the new institution advertised a contest for plans for the new building. All Atlanta architects and ten outside the city were invited to submit designs. Prizes were offered for the second- and third-best designs. Results were announced on December 23, 1899. Ackerman & Ross, of New York City, had been awarded the contract for the new building, though W. F. Denny and W. T. Downing, both of Atlanta, won second and third place respectively.[17]

Building operations got under way in May, 1900, and the cornerstone was laid on September 9th of the same year. Many disheartening delays were to occur, however, before the building was completed. The cost had been greater than anticipated, and no money was available for furniture. Miss Anne Wallace, last librarian of the Y.M.L.A., came to the rescue. During late 1899, while in the east, studying libraries, she had called on Mr. Carnegie and secured an additional gift of $25,000. Again, in early 1901, she went to New York, and prevailed upon Mr. Carnegie to donate another $20,000 with which to furnish and equip the building. After the announcement of this gift, City Council changed the name of Church Street to Carnegie Place. It has since become Carnegie Way.[18]

Finally, at 3 P.M., March 3, 1902, the building was opened to the public with suitable exercises. Only the basement was opened at this time, however, since the upper floors were still unfinished. The first book issued, to Mrs. W. B. Green, of 139 E. Baker Street ,was a copy of *Alice of Old Vincennes.* Barrie's *Tommy and Grizel* and Henty's *Redskin and Cowboy* followed closely. Atlanta's first public library, in the true sense of the word, had begun to function.[19]

The Young Men's Library Association, without the help of which the new library could not have been established, did not go out of existence, but continued to function for a number of years until the permanency of the new library caused a gradual cessation of its activities. It was officially pronounced extinct upon the occasion of the silver anniversary of the Carnegie Library in 1924. At this time Eugene M. Mitchell presented to the trustees of Carnegie all the records of the Y.M.L.A., which had not been given up in 1899.[20]

Miss Anne Wallace, daughter of pioneer Atlantan, Alexander M. Wallace, and last Y.M.L.A. librarian, became first librarian at Carnegie. She filled the position with distinction until her marriage in 1908 to Max F. Howland of Boston. Her successor, Miss Julia Toombs Rankin, the original head cataloguer at Carnegie, served until her own marriage, in 1911, to Frank O. Foster. Miss Katharine Wootten served as librarian from 1911 to 1914. She was followed by Mrs. Percival Sneed, who filled the position until June, 1915, when she became Mrs. Blewett Lee. The long tenure of Miss Tommie Dora Barker then began, lasting until 1930, when she became regional field agent of the American Library Association. Upon Miss Barker's resignation, the office of librarian was filled by Miss Jessie Hopkins, daughter of Dr. Isaac Stiles Hopkins, first president of Georgia Tech. Following Miss Hopkins' death in 1939, Miss Fanny D. Hinton, long the able head of the reference department, became librarian. At her retirement in 1949, John C. Settlemayer, a native of Cincinnati, and formerly head of the public library in Lincoln, Nebraska, was induced to come to Atlanta and head the library, then about to undergo a program of expansion and modernization. Since Mr. Settlemayer took over on July 1, 1949, a great building program has been completed, with the original building serving as the nucleus of a large and completely modern plant. The new library, completed in late 1950, is now known as the Atlanta Public Library.[21] Together with several branches for both white and colored, strategically located, the Atlanta Public Library is serving Atlantans upon a scale far in excess of that envisioned by its founders.

The Baptist Tabernacle, one of Atlanta's largest churches, is a lineal descendant of the old Jones Avenue Baptist Church, originally Third Baptist, organized in July, 1869.

In March, 1898, Dr. Len G. Broughton, of Roanoke, Virginia, was called to the pastorate of Jones Avenue Baptist Church. He was here only a short while, when he set in motion a project to build a larger house of worship nearer the center of the city, to be known as the Tabernacle. There was considerable opposition to Dr. Broughton's plan which contemplated the abandonment of the old building on Jones Avenue and a complete move to a new location. However, 542 out of 762 members voted in favor of the move. The others, mostly old "stand-bys," who had built the older church, stood their ground, called for letters of dismission, and on the second Sunday in March, 1899, organized the Jones Avenue Baptist Church. This congregation bought the interest of the Tabernacle Baptist Church in the building of the Third Baptist Church, in which edifice they continued to worship.

Meanwhile, on Sunday, March 5, 1899, the new Baptist Tabernacle, southwest corner of Luckie and Harris streets, was dedicated, with Dr. Broughton as pastor, and his brother, Dr. Joe Broughton, as Sunday school superintendent.

Dr. Broughton was a dynamic character, endowed with a boundless enthusiasm in his work. Within a decade the crowds he attracted to the original Baptist Tabernacle were far in excess of the capacity of the building. A movement was started to build larger quarters.

The far-sighted Dr. Broughton had one of his deacons procure options on an entire block facing the west side of Luckie Street between Spring and Bartow. The Board of Deacons, considering the $35,000 price too high, declined to buy. Whereupon, Dr. Broughton and a few of his deacons, as individuals, purchased the property and in a short while sold off the Spring Street corner for more than enough to pay for the whole. They then presented to the church the property upon which the Baptist Tabernacle now stands.

The present Tabernacle, together with an infirmary (later merged with the Georgia Baptist Hospital, about which more later) was completed in 1910. The dedicatory services for the Tabernacle, lasting seven days, from September 10th to 17th, 1911, were attended by ecclesiastical dignitaries from various parts of Europe and the United States. Among them were Rev. C. Campbell Morgan, London, England; Rev. Russell H. Conwell, D.D., LL.D., author of *Acres of Diamonds*, Temple University, Philadelphia, Pennsylvania; Rev. R. S. McArthur, D.D., New York, and Rev. William Fetler, St. Petersburg, Russia.

Evangelism was a strong feature of the Tabernacle under Dr. Broughton, and for many years the church supported nine missions in the city. Another outstanding achievement of Dr. Broughton's was the bringing to Atlanta, annually, of the World's Bible Conference. These conferences have been attended by many noted churchmen, including, in addition to the gentlemen named in the preceding paragraph, George M. Truitt, Gypsy Smith, Sr., and Bishop Warren A. Candler of Atlanta.

Dr. Broughton resigned the pastorate of the Tabernacle in 1912 to accept a call to a prominent church in London, but he later returned and served again during 1929 and 1930. Some other noted pastors of the Baptist Tabernacle have been Dr. Robert Stuart McArthur, Dr. Lincoln McConnell, Dr. Jacob L. White, Dr. John W. Ham, Dr. William H. Houghton and Dr. W. H. Knight.

The Tabernacle is of Roman architectural design, built of brick, four stories and basement, with pitched metal roof. It is 147 feet long and 130 feet wide. The main auditorium on the main floor is equipped with pews, and the balcony and galleries with opera chairs, all of quartered oak. The seating capacity is approximately 4,000 without the lower rooms and special halls. The building stands today as a monument to the indefatigible enterprise and personal financial sacrifice of Dr. Len G. Broughton.[22]

Three of Atlanta's best-known commercial institutions, the Atlanta Milling Company, Georgia Savings Bank and Trust Company, and Retail Credit Company, had their inception in 1899.

On the day following the big freeze of February 13, 1899, the *Atlanta Journal* headlined:

"STEAM ON; WHEELS TURN
Atlanta Milling Company's Big Plant Was Put
to Work Today at Noon."

Continued the *Journal:*

"Governor Candler pressed the button at 12:45 today that put in motion the intricate machinery of the Atlanta Milling Company. He was introduced by Mr. Frank Weldon. . . .

"In a word concerning the owners of the mill, Mr. Weldon said:

"Mr. [John B.] Whitman and Mr. [W. C.] Mansfield are both Georgians, who have returned to cast their fortunes with their native state. Both these gentlemen have had wide experience in milling and have always been successful. . . ."

"At the close of Governor Candler's speech there were calls for Whitman, but this gentleman, who is known to be in horror of a speaker's rostrum, hid and could not be found.

"There were three rousing cheers for the Atlanta Milling Company, and at 12:45 Governor Candler touched the little button that put all the great wheels and all the small wheels and all the pulleys and all the belts, and the big engines, and the little ones whirling and whirring.

"The assembled company filed out of the office, where the speeches had been delivered, into the ware room on the third floor which was furnished with two long well-laden tables. There were sandwiches, doughnuts and German bread cooked from flour made at the Atlanta mills when it was being tested. And there were delicious coffee, celery, olives and other good things.

"Among the prominent visitors were ex-Governor Bullock, ex-Governor Northen, Mr. Hugh Inman, Mr. Frank Rice, Mr. Frank Weldon, Dr. R. D.

Spalding, Colonel George W. Harrison, Mr. H. S. Jackson, Mr. Clem R. Harris, Captain Walter Mobley, Mr. E. P. Burns and others. Over 400 invitations had been issued."

For more than half a century the Atlanta Milling Company has continued to function at the same stand, next door to the Fulton County jail on Butler Street. Its Capitola brand flour has become a household word throughout a large part of the South. Founders Whitman and Mansfield died in 1919 and 1929, respectively. For many years past the firm has been headed by Charles N. Dannals and E. S. Mansfield, the latter a son of Founder W. C. Mansfield.[23]

The Georgia Savings Bank and Trust Company, now a mutual savings institution with total resources of more than $20,000,000, was organized on September 1, 1899, by George M. Brown, youngest son of former Governor and Senator Joseph E. Brown.

The bank opened at 19 South Broad, near Alabama Street, with Brown as president; Eugene C. Spalding, vice-president, and William R. Hoyt, secretary and treasurer. A move was made in 1908 to 48 N. Broad, corner Walton Street. Finally, in 1920, the bank purchased the English-American Building, then known as the Flatiron Building, at Peachtree and Broad streets, as its permanent home.

During its first 50 years, the Georgia Savings Bank and Trust Company financed the purchasing, building or repairing of more than 30,000 homes in the Atlanta area. During the same period it paid $4,120,134.38 in interest to its depositors and, prior to becoming a mutual savings institution, $1,281,788 to its stockholders. President of the bank now, and for the past several years, is John E. Oliver, who as a boy lived next door to founder Brown on Peachtree Street, where the Fox Theater parking lot is now located.[24]

On March 22, 1899, a sign painter, in bold black letters on a frosted glass door panel, identified a one-room office in the Gould Building, 10 Decatur Street, as RETAIL CREDIT COMPANY. This firm during the intervening years has become, like the Atlanta-born Coca-Cola Company, an international institution.

Founders of the Retail Credit Company were the brothers Woolford, Cator and T. Guy. They were both born at Woolford, Dorchester County, Maryland, the sons of a farmer, the former in 1869 and the latter in 1875.

Cator attended country schools, followed by a two-year stint at the University of Maryland. In 1887 he moved to Chattanooga, Tennessee, where he became connected with the weather bureau. Four years later he had become assistant vice-president of the Tennessee Mutual Building & Loan Association.

T. Guy graduated from George Washington University in the District of Columbia with a degree in law in 1898. For a short time thereafter he taught school in Chattanooga.

In early 1899, the Messrs. Woolford came to Atlanta. The purpose of their new enterprise, begun soon afterward, was to compile a book of credit ratings on people buying in Atlanta in order to facilitate the retail merchants in granting personal charge accounts, and to investigate and make credit reports to merchants on persons not rated in the book. The first book was issued in June, 1899, and bore the rather comforting title *Merchants' Guide*. It consisted of bound sheets from a neostyle flat bed mimeograph, compiled and printed in the office by the principals, assisted by a couple of girls employed for the occasion.

Such was the planting from which the Retail Credit Company has grown. The first planting, however, produced a mighty small crop. Then, in 1901, the brothers Woolford gained a new concept for their business. During that year the local cashier of the Home Life of New York sent in an order for three inspection reports on local applicants for life insurance.

It was recognized that an insurance company would need information different from the needs of a credit grantor, and the Woolfords set about hurriedly to educate themselves in this new realm of reporting. They solicited their insurance agency friends for information and through one learned that J. Allen Morris, who had set up the Inspection Department of the Equitable Life of New York, was in Atlanta supervising this activity for that company in the Southeast. Morris was probably the best-informed insurance inspection man in the country at that time. He was obliging and sympathetic. He became their mentor. Their eager minds grasped quickly the fundamentals of the service required, and their energy was stimulated by the opportunities he helped them to see in much wider insurance-reporting field.

Mr. Cator and Mr. Guy were not yet breaking even on the *Merchants' Guide* at $15 and credit reports at 15 cents each. But with insurance reports they had their fingers on a new line where the customary price per report was a dollar. They could see relief from hard times, and prospects for a new kind of reporting business, if they could rise to the occasion by making these reports as they should be made.

Their efforts were soon rewarded by reports in sufficient quantity to provide on-the-job training for learning the techniques required. They soon learned that patronage in other localities could be counted on if adequate reporting services were set up. This required additional personnel, and it was recruited with great care. During 1902 the Retail Credit Company ceased to be a strictly local enterprise. Offices were opened in Dallas and Cincinnati.

It would appear in retrospect that the Woolford brothers were the right men in the right place at the right time. The life insurance business was undergoing a metamorphosis.

Old methods of getting information were becoming outmoded. The companies were expanding. New kinds of contracts were being offered. Many companies were changing their selling plans from General Agents, limited by their personal capital, to salaried Managers backed by company capital. Competition was intense. More people were buying insurance and these buyers represented a wider spread through the occupational and economic scales than the companies were traditionally accustomed to. Big bonuses were being paid for large production and agents were less selective as to quality. The time had arrived for a new pattern of organization and procedure to supply the underwriting information needed by the companies.

It took a couple of years for the Retail Credit Company to digest the first expansion and prepare for the next move. In 1904 offices were opened in Kansas City and Chicago; in 1905 at San Francisco. This spread gave a sort of "national" feel, premature perhaps, but progress was being made.

Nineteen five was a lively year in the insurance business. The New York State Legislature appointed a committee, now historical as the Armstrong Committee, to investigate the life insurance companies doing business in that State, as to their investments and the relation of their officers to such investments; the relation of the companies and their subsidiaries, cost of insurance to policyholders, and of company expense.

The disclosures of the committee shocked the public. To people generally, the great New York companies had been sacrosanct. Though the control laws which followed brought undesirable practices to a jolting stop, the whole affair seemed to open the way to a long period during which the successful promotion of many new life insurance companies took place. The South and Middle West in particular broke out in a rash of new companies. For the ten years prior to 1905 an average of 7.2 new companies were formed per year. For the ten years following 1905, the annual average was 28.8. Nineteen nine was the peak year with 48.

The Retail Credit Company found itself in the very agreeable position of being on the receiving line for a lot of new customers. Indeed, many of the great insurance companies of today are the product of that period which has had such a significant effect on the growth of the Woolford organization.

As the insurance business grew, both in volume and scope, so also grew the Retail Credit Company. Offices were opened in Greensboro, New York and Philadelphia during 1907.

Nineteen ten marked the beginning of a decade during which plans were put into effect looking to the closer integration of employees with the company. A company library was started; a suggestion plan was instituted; budget control began, and other innovations took place, all of which tended to create a well-knit and enthusiastic organization.

In 1917 a wide door of opportunity opened when automobile insurance came to the fore. Services were developed whereby this new business was to become an important factor in the subsequent growth of the company. The first million report year was 1919, and during that year, with considerable pride and much satisfaction, the company expanded to Canada, opening offices in Toronto and Montreal. It was about this time, too, that the management of the company made a start in the matter of classes and schools whereby properly instructed supervisory personnel might be supplied to branch offices.

The silver anniversary year of the Retail Credit Company, 1924, found the firm ensconced in its present Home Office building at Poplar and Fairlie streets, after several intermediate moves from the one-room Gould Building office. The company now had 51 branches and 625 full-time employees. Indeed, during the year twenty branches, including Honolulu, the first offshore, were added.

The period up to the silver anniversary year was characterized by discovery and installation; since then, by perfecting and seasoning. During the decade of the 30's national credit reporting became an important line. In 1934 the Retailers Commercial Agency, of New York City, was purchased and has been extended to thirty offices in large cities. During the same year the Columbia (S. C.) Credit Company was acquired, and, under the corporate name of Credit Bureau, Inc., has extended operations to twelve cities, principally in the Southeast. These two companies, for the next fifteen years, did a larger aggregate volume than did the Retail Credit Company during its first fifteen years of operation.

The company is now in the hands of its second generation, and the third is near at hand. Not generations, however, in the sense of sons and nephews. There is no nepotism. The entire supervisory force has been promoted, without exception, from the ranks.

The modest 1899 operation of the Woolford brothers has become an international business institution. In 1950, the company had 140 branch offices in the United States, Canada, Hawaii, Puerto Rico, Cuba and Mexico; 832 sub-offices called direct reporting stations; a total of 4,785 full-time employees and approximately 19,000 correspondents located in thinly populated territories where volume does not support full-time representatives. Through a Foreign Department in New York City, the company can obtain information about persons and firms located anywhere in the civilized world.

Founder Cator Woolford died on March 19, 1944, having retired from an active role in the management of the business in 1932. Senior officers of the firm in 1950 were:[25]

T. Guy Woolford, Founder.[26]
Walter C. Hill, Chairman.
James C. Malone, President.
E. J. Hardin (New York), Vice-President.[27]
Howard B. Harmon, Vice-President.
P. C. Upshaw, Vice-President and Operating Manager.
Lewis R. Sams, Vice-President and Sales Manager.
H. F. Thomason, Vice-President and Associate Operating Manager.
L. S. Brooke, Secretary and Treasurer.
William J. Cordes, General Counsel.
Charles M. Watt (San Francisco), Resident Vice-President.
W. H. Yandell (Chicago), Resident Vice-President.

On September 9, 1899, the post office in west Fulton County on the Southern Railway, known since 1887 as Oakdale, was changed to Chattahoochee, the name it still bears. The first postmaster at Oakdale was Hugh P. Woodruff. The first for Chattahoochee was James H. Lowery. A few months earlier, on April 19, 1899, the post office dating from June 3, 1890, and known as Peachtree Park, was changed to Roxboro, with Annie L. Barford as postmistress. Though the office was discontinued in 1903 in favor of Cross Keys,[28] the name still persists as the designation of a well-known road running east from Peachtree Road between Buckhead and Brookhaven.

Saturday, November 4, 1899, was celebrated in Atlanta as "Schley Day," in honor of Rear Admiral Winfield Scott Schley, the "Hero of Santiago," in the late war with Spain. The Admiral, accompanied by Mrs. Schley, Miss Letterman, General Felix Agnus, and Louis Gartine, of Baltimore, arrived over the Southern Railway from Washington aboard the private car of President W. W. Finley about 6 A.M. on the designated day. As the train pulled into the Union depot, Fire Chief "Cap" Joyner, using a small cannon, fired the rear admiral's salute of thirteen guns.

The day's program, carried out successfully, with 50,000 people on hand to join in the festivities, was as follows:

9:30 A.M.—General Committee and their wives call on Admiral Schley's party at the Kimball House.
10:00 A.M.—Reception at Governor's office.
10:30 A.M.—Reception at House of Representatives.
11:00 A.M.—Grand military parade.
12:00 M. —Review of parade at Piedmont Park.

1:00 P.M.—Exercises at Auditorium [Piedmont Park]. Mayor Woodward welcomed Admiral Schley in behalf of city; Governor Candler in behalf of the state; President J. Pope Brown in behalf of the Fair Association, followed by the presentation of a handsome loving cup by Colonel W. A. Hemphill, on behalf of the citizens of Atlanta.

2:00 P.M.—Luncheon for Admiral Schley at Piedmont Driving Club attended only by executive committee and a few guests. Mrs. Schley and Miss Letterman entertained by Mrs. Wilmer Moore at her residence, 964 Peachtree Street.

8:00 P.M.—Reception at Capital City Club.[29]

A couple of amusing incidents in connection with "Schley Day" were related by the *Constitution* on the 5th:

"At the Kimball House yesterday morning there was a countryman who held in his hands a Georgia gourd. It had a peculiarly twisted handle and had been 'cured' and beautifully polished. Some woman's hand had tastefully decorated it with ribbons—red, white and blue, and in the mouth of it was a chrysanthemum.

"It was the intention of the countryman to present that gourd to the admiral, so he stated, and he evidently had a speech to make and was waiting for an opportunity to deliver the present and make his speech.

"Once he looked as if he intended to step up to the carriage when the admiral had entered it to ride to the capitol, but before he could get up the courage the procession moved away. Several people in the crowd watched the old man and his fancy Georgia gourd, and many wished that he would be given the opportunity to make his presentation. When the carriage rolled away, he turned to those standing near him and said:

" 'Great gosh, I told the folks at home that I never could git worked up to the occasion. I'll just send this gourd to the admiral by express and tell him to use it to drink outer on his ship.'

"A gray-haired country doctor had to be taken to the police barracks yesterday morning because he had taken too many drinks to be able to take care of himself. The doctor had a wooden leg to take the place of the one he had lost at Shiloh, and he wore a Confederate veteran button.

"The station sergeant was about to enter a case against the old doctor for being drunk on the streets, when the old man exclaimed:

" 'Shay, shust hold on a minute, colonel, and let me tell you shome'n. Ish took a drink to the old hero of Shantiago, and shen they shay you shust must shrink to Dewey.[30] Shat made two shrinks. Shen shey shay you shan't forget Brumby. Shat made shree. Shen, 'fore I would forget old Joe Wheeler I shope I smight die. Shat made four. And I ain't never stood four of 'em swout getting shome wabbly in the legs. Shat's the case.'

" 'You can just put this old soldier back somewhere so he can sober up, said the station sergeant to the turnkey, 'and then let him go. There won't be any case made against him if I have to lose my job.' "

Atlanta regretfully parted with her distinguished guest on Sunday night, the 5th, when he and his party left over the Southern for Birmingham.[31]

Many pioneer and well-known local citizens, in life as 1899 began, were dead before the year ended. Among them were Edward P. Chamberlin, a native of St. Lawrence County, New York, and senior member of the well-known dry goods house of Chamberlin-Johnson-DuBose Company; Reuben Cone Hayden, prominent young insurance man, son of the late Julius A. Hayden, and grandson of pioneer citizen Reuben Cone; Captain John Milledge, distinguished Confederate soldier, lawyer and former state librarian; Green A. Pilgrim, 94, native of Abbeville, South Carolina, a resident of Atlanta since 1843, veteran of the Creek Indian wars, and an early sexton of Oakland Cemetery; L. B. Wheeler, architect of the present Kimball House, died at Danbury, Connecticut, his birthplace; John Thomas Glenn, noted lawyer and a son of ante-bellum mayor L. J. Glenn; John F. Faith, a resident since 1854 and a pioneer of the East Atlanta section; Dr. Kinsman C. Divine, father of Mrs. Arnold Broyles, died of a heart attack while performing an operation at the National Surgical Institute; James W. Loyd, former city marshal and a son of pioneer citizen James Loyd; Henry R. Powers, private banker, a native of Marianna, Florida; David A. Beatie, born in Argyle, New York, livestock dealer and former member of city council; Dr. Daniel Hook Howell, physician and youngest son of the late Judge Clark Howell, of Howell's Mill; Colonel Nathaniel J. Hammond, noted lawyer and a native of Elberton, Georgia; Dr. Benjamin F. Walker, former Fulton County surveyor, county commissioner and Confederate veteran, whose old home place became, in 1887, the Gentlemen's Driving Club, later Piedmont Driving Club; the Rev. Samuel C. Masters, 90, pioneer Henry and De Kalb County Methodist Protestant minister and state legislator, for whom Master's Church in De Kalb, takes its name; Rev. Dr. William J. Scott, lawyer, journalist, Methodist minister and former proprietor of *Scott's Monthly Magazine;* Robert F. Davis, well-known De Kalb County farmer, shot and killed by a discharged Negro farm hand; James Lynch, retired merchant, wealthy property owner and next-to-last survivor of the five original Lynch brothers who settled in Atlanta during the late 1840's.[32]

Others were Colonel Robert F. Maddox, Sr., merchant and banker, a native of Putnam County, Georgia; James Nelson DeFoor, a pioneer of the Ben Hill section and younger brother of Martin DeFoor, murdered in 1879; William A. Russell, a wealthy bachelor and wholesale tobacconist; Montgomery Morgan Folsom, a native of Lowndes County, Georgia, and popular newspaper editor and writer; Major John Calhoun Courtney, a Virginia gentleman of the old school, express, railroad and telegraph official; Colonel E. U. Harris, formerly of Madison, Georgia, and superintendent of the Piedmont Driving Club; Judge Daniel Pitchford, old-time justice of the peace and a resident of Atlanta since the 60's; Benjamin F. Moore, proprietor of the well-known Moore's Business College; Dr. James A. Thornton, dentist and a former mayor of Lumpkin, Stewart County, Georgia; Michael Corrigan, Irish-born stone mason, resident of Atlanta since 1853, and founder of a well-known local family; Robert Winship, son of the pioneer Joseph Winship, son-in-law of ante-bellum Atlanta lawyer Basil H. Overby, older brother of George, and long a senior member of the Winship Machine Company; E. Fletcher Hurt, civil and mining engineer, brother of Joel and Dr. Charles D. Hurt, of Atlanta; Colonel George W. Adair, Sr., a resident of the Atlanta area for nearly 75 years, and founder of the real estate firm still carried on by his descendants; Colonel William H. Dabney, ante-bellum Decatur and Atlanta lawyer, a son-in-law of early settler and land-owner Ammi Williams; Judge John T. Henderson, originally of Newton County, Confederate soldier, jurist, and for 12 years Georgia's commissioner of agriculture; Harvey T. Phillips, senior partner of the old and popular music house of Phillips & Crew; Levi H. Hall, native of Walpole, New York, ex-railroad man and coffin manufacturer; John J. "Cousin John" Thrasher, previously noted; Dr. Benjamin H. Catching, well-known dentist and founder of the *Southern Dental Journal;* and Stephen Spruell, Jr., an aged member of one of the oldest families in the Sandy Springs neighborhood.[33]

NOTES—CHAPTER 77

[1] *Atlanta Journal,* Jan. 2, 1899; Martin, *Atlanta,* II, 186; *City Directory,* 1898.

[2] *Atlanta Constitution,* Aug. 29, 1923.

[3] *Annual Reports, City of Atlanta,* 1899, p. 592; *City Directory,* 1899.

[4] *City Directory,* 1899.

[5] *Ibid.*

[6] Cooper, *Fulton County,* 639-640.

[7] *Ibid.,* 709; "Garrett's Necrology."

[8] *Alanta Journal,* Feb. 13, 1899.

[9] *Ibid.,* Feb. 14, 1899.

[10] Alma Hill Jamison, "Development of the Library in Atlanta," *A.H.B.,* XVII (Apr. 1939), 103.

[11] *Ibid.,* 103-104.

[12] Quoted, *ibid.,* 104.

[13] *Ibid.,* 104.

[14] *Ibid.,* 105.

[15] *Ibid.,* 106.

[16] *Ibid.,* 107; *City Directory,* 1899.

[17] Jamison, "Development of the Library," *loc. cit.,* 107-108.

[18] *Ibid.*

[19] *Ibid.,* 108; Eunice Coston, "When Atlanta Rocked and Read," *Atlanta Journal Magazine,* Nov. 24, 1935.

[20] Jamison, "Development of the Library," *loc. cit.,* 109.

[21] *Ibid.,* 110-111; Medora Field Perkerson, "Spelling Bees and Brides at Library," *Atlanta Journal Magazine,* Nov. 2, 1924; information furnished to Franklin M. Garrett by Atlanta Public Library, Mar. 21, 1953.

[22] Martin, *Atlanta,* II, 543-544; *Atlanta Journal,* Mar. 6, 1899; Cooper, *Fulton County,* 540-541; Frank Marsh, "The Baptist Tabernacle," *Atlanta Constitution,* Dec. 18, 1938.

[23] "Garrett's Necrology."

[24] *Atlanta Constitution,* Sept. 2, 1949; city directories, 1900-1921.

[25] Cooper, *Story of Georgia,* Biographical Volume, 265, 408; Memorandum Retail Credit Co. to Franklin M. Garrett, July 25, 1950.

[26] Died May, 1952.

[27] Since deceased.

[28] Record of Postmasters, Fulton.

[29] *Atlanta Constitution,* Nov. 4, 1899.

[30] Admiral George Dewey was invited to Atlanta to share honors with Admiral Schley, but could not make it.

[31] *Atlanta Constitution,* Nov. 6, 1899.

[32] "Garrett's Necrology."

[33] *Ibid.*

Section XI

1900-1909

A New Century Begins Auspiciously

CHAPTER 78

1900

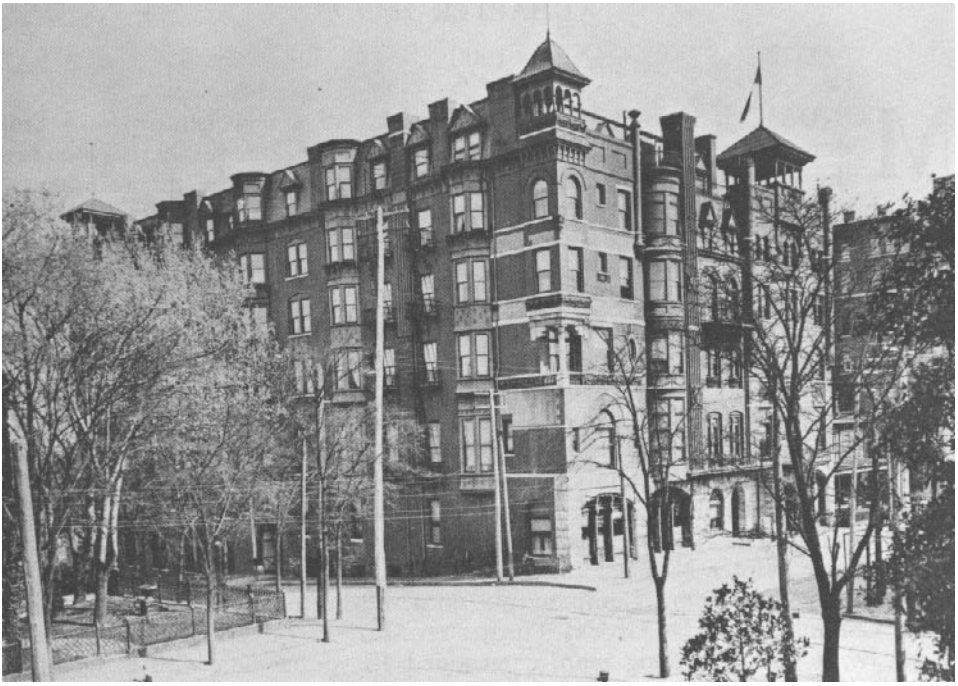
MONDAY, January 1, 1900, the first day of a new century—the only time Atlanta has witnessed such an event. Older southern cities saw the end of the eighteenth and the beginning of the nineteenth centuries, but then Atlanta was four decades in the future. Now it was a prosperous and growing city of 89,872 souls, 60 percent white and 40 percent black. Fulton County, less than half a century old, as such, had a population of 117,363, representing 5.3 percent of the population of the State of Georgia.[1]

January 1, 1900, was a cold day in Atlanta. The highest temperature recorded was 26. Local lakes were frozen over and fine skating was had at Ponce de Leon and Grant Park. The first annual convention of the Southern Journalists' Association, an organization composed of young literateurs throughout the South, was held at the Kimball House. A great New Year's soiree was held at the Capital City Club. Robert Cotten Alston, of Atlanta, and Miss Caroline Lamar du Bignon, of Savannah, were married in Christ Church in the latter city. The Atlanta Gas Light Company advertised "A Reading Lamp for the Long Winter Nights," complete with Welsbach burner, for only $3.50. The Dan Packard Opera Company put on a rousing repertoire of comic opera at the Columbia (old De Give's) Theater on Marietta Street. William F. Parkhurst, Jr., a popular young man, entertained 15 young men with a delightful dinner party at his home on Richardson Street, after which the guests, Messrs. Erwin Dickey, Clarence Haverty, Arthur Howell, Harold Hirsch, Wayne Moore, McDonald Frazier, Frank Merrill, John Corrigan, Walter Daniel, Joe Lewis, Paul McDonald, Howard Matthews, Russell Compton, Arch Avery, and John Milam, completed the occasion with an informal merrymaking in Mr. Parkhurst's "den." The Young Men's Christian Association held an open house, and the local police declared war on race horse touts.[2]

The general council of Atlanta changed its complexion on New Year's Day when seven councilmen and two aldermen retired in favor of a like number of new city fathers. The new aldermen were Harvey Johnson, an insurance and mortgage man, and Marshall M. Welch, recording secretary, Home Mission Board, S.C.B. New councilmen were:

First Ward—Charles A. Barrett, locomotive engineer, W. & A. R. R.
Second Ward—William C. Rawson, president, Gate City Coffin Company.
Third Ward—Axton C. Minhinnett, retail grocer.
Fourth Ward—William M. Terry, grocer and feed dealer.
Fifth Ward—Absalom Q. Adams, foreman, W. & A. R. R.
Sixth Ward—Henry W. Grady, with the *Constitution,* and son and namesake of the late noted journalist.
Seventh Ward—Thomas D. Longino, physician.[3]

Atlanta's city officers for the first year of the new century, in addition to Mayor Woodward, who continued in office, were: Nash R. Broyles, recorder; W. D. Greene, clerk; J. H. Goldsmith, comptroller; E. T. Payne, tax collector; C. D. Meador, J. H. Ewing and J. L. Harrison, assessors; J. J. Tolbert, marshal; T. J. Peeples, treasurer; F. A. Pittman, building inspector; R. M. Clayton, engineer; J. A. Anderson, attorney; J. T. Pendleton, assistant; T. J. Harper, electrician; H. H. Barefield, sexton; J. K. Hunter, warden; J. T. Lowry, chief sanitary inspector; David G. Wylie, commissioner, public works; Dr. W. C. Jarnagin, president, board of health; W. H. Brotherton, W. H. Patterson, George E. Johnson, Amos Fox, J. W. English and W. O. Jones, police commissioners; George W. Harrison, president, board of water commissioners; Jacob Haas, president, board of park commissioners; A. P. Thompson, J. S. Parks, J. Sid Holland, M. M. Welch, Harvey Johnson and W. R. Joyner, board of firemasters; Hoke Smith, president, board of education, and W. F. Slaton, superintendent, public schools.[4]



(Courtesy Atlanta Historical Society)

The Aragon Hotel, southeast corner Peachtree and Ellis Streets, as it appeared about 1900. A leading hostelry of the period, it was built by George W. Collier in 1892. Torn down, 1930 to make room for present Collier building. Fence, left foreground, enclosed yard of Robert F. Maddox home

During the course of his annual address to council on December 31, 1899, Mayor Woodward cited many improvements recently made and strongly recommended further improvements. He mentioned the acquisition by the city of a free public library, the building of a public comfort building at Oakland Cemetery, and the establishment of a Bond Commission (T. B. Neal, chairman) for the better protection of the public debt. He cited the completion of the

Mitchell Street viaduct and made a strong plea for the erection of a similar structure at the dangerous midtown Whitehall Street railroad crossing. The mayor pointed out that the tax rate had remained constant for several years, and that work on the new Federal Prison should begin soon; that the public school system should be enlarged and more water pipes be laid. The erection, during 1899, of a crematory near the old Mineral Springs was cited as a great improvement in the handling of garbage and night soil. In closing, Mayor Woodward enumerated the channels through which the charity of the city is dispensed, namely, the Grady Hospital, Home for the Friendless, Atlanta Charitable Association, the Home for Girls, and the Carrie Steele Orphanage. Indeed, he recommended that a visit to any one or all of these noble institutions will satisfy any member of the General Council that the city is making no mistake in fostering them.[5]

Two new Fulton County officials took office in October, 1900. John R. Wilkinson succeeded William H. Hulsey as ordinary, and Arnold Broyles succeeded George H. Tanner as clerk, superior court. Both of the new officers were to serve for many years. In De Kalb County during the same year only one change was made. S. D. Warren succeeded I. L. Teat as tax receiver.[6]

Governor Allen D. Candler was re-elected without opposition for another two-year term in the fall of 1900.[7]

For a number of years past there had been considerable agitation for a new and larger railroad passenger depot in Atlanta. The "magnificent iron depot" of 1871 had long been outmoded and all attempts to replace it had come to naught.

On October 30, 1900, a commission composed of Governor Candler, J. M. Terrell, E. T. Brown, W. S. West, Byron B. Bower, and Morris Brandon, which had been appointed to consider the erection of a Union passenger depot on the State's property in Atlanta, recommended the erection by the State of a depot to cost $500,000. The report was unanimous but there was vigorous opposition on the ground that Atlanta was trying to finance a great enterprise for Atlanta's benefit at the State's expense, and the bill for the depot was defeated.[8] It was to be five more years before the passenger station situation was to be alleviated.

Among Atlanta's noted guests during 1900 were Ignace Jan Paderewski, the noted Polish pianist and composer; William Jennings Bryan, General Joseph Wheeler, and naval hero Richmond Pearson Hobson.

Paderewski's recital at the Grand on the evening of February 22nd, under the auspices of the Atlanta Concert Association, was an unqualified success. The program was chosen with great care, and represented the music of Beethoven, Schumann, Schubert, Chopin, Strauss, Lizst. In addition, Paderewski played his own A major Minuet. According to Reporter Isma Dooly, the visiting artist received an ovation, the like of which probably no other musician has ever received in this city. Long continued applause followed every number, and numerous encores were insisted upon, until at the close of the last number the enthusiasm of the audience could no longer be restrained within normal bounds, and standing on their feet they cheered and called "bravo!" until the great musician, after bowing his thanks in vain, played once more to show his appreciation of their reception.[9]

The evening following the Paderewski performance, William Jennings Bryan, soon to be nominated for a second time as the Democratic candidate for president, and defeated again by William McKinley, delivered a rousing speech at the State House in the hall of representatives. He discussed the issues of the day, with particular emphasis upon trusts, imperialism and the gold standard. Fully 1,500 people were turned away, unable to secure even standing room in the hall. The great orator came to the city under the auspices of the Young Men's Democratic League, of which Edgar W. Latham was president. Bryan was the luncheon guest of Colonel Albert Howell on the 23rd. the day of his arrival, and left for Nashville the same evening after his speech.[10]

Shortly after 1 A.M. on October 22nd, a belated Atlanta & West Point passenger train pulled into the carshed, and a weary but still enthusiastic reception committee scrambled for the rear Pullman to greet General Joseph Wheeler and Naval Constructor Richmond Pearson Hobson, expected at 7 P.M.

"This is a fine time of night to be up waiting for me," remarked General Wheeler, as his grip was snatched by an old Confederate graybeard and a dozen hands were outstretched to assist him to the floor.

Close behind the doughty little veteran of two wars appeared the tall form of the naval hero, sans moustache, and accompanied by his daughter Margaret, a student at Agnes Scott.

The General was driven quickly to the Aragon Hotel, where he lost no time in retiring. Hobson was taken in charge by Roby Robinson, a former classmate at Annapolis, and by Colonel W. L. Peel, in whose home he was to be a guest.

In honor of the two distinguished visitors, and including Governor Joseph F. Johnston and staff, of Alabama, October 22nd was designated as "Veterans' Day" at the Southern Interstate Fair, then being held at Piedmont Park. Though the day was drizzly, a military pageant and parade were held as scheduled. During the afternoon, at the auditorium (in Piedmont Park), Wheeler, Hobson and Johnston, all introduced by Governor Candler, made impromptu but well-received speeches.

An interesting feature of the parade, which preceded the gathering at the park, was the Atlanta Fire Department drum and bugle corps. Indeed, no one had suspected that bugles had been added to the corps until the parade began. The firemen wore black doeskin trousers, red shirts, white fire hats and drab belts. At their sides hung their red fatigue caps, which they wore after reaching the fair grounds. The corps, 27 strong, consisted of a drum major, 18 drummers and 8 buglers. The latter group was composed of R. D. Fairman, O. J. Parker, A. N. M. Baldwin, W. D. Benson, Clarence Megee, W. J. Erskine, W. H. Ivy, and W. B. Stephens.

The day was characterized by the local press as "a glorious success!"[11]

The same day a prominent advertisement in the *Constitution* heralded Atlanta's first fashionable horse show. It read:

> "THE GREAT HORSE SHOW
>
> Beginning Tuesday night, and lasting for four nights thereafter, there will be held in the coliseum, on the fair grounds [Piedmont Park], the first great fashionable horse show ever given in the Southern States. The entries of blooded horses have far exceeded the expectations of the management, and great success is positively assured. The horse show is to be the great society event of the year. The coliseum has a seating capacity of 7000. There is not a seat in the building that does not command a full view of the arena."

On opening night, Tuesday, October 23rd, the great crowd sharply divided itself into two major divisions, society and the railbirds. Said the *Constitution:*

"The latter [division] was by far the most interesting. Brown-faced, keen-eyed little men with slightly bowed legs and wearing the indefinable knowing air of the professional horsemen lined the arena rail around almost the entire parade. They were clumped in strong force about the gates where the horses entered the arena. Nearly all of them wore at least one garment that was typical of his calling; a pair of cord riding breeches, leggings, a jockey's cap or maybe merely a trainer's whip. In terse phrases they commented acidly and technically on the various rings as they were shown. They were quick to select a favorite and vociferous in their applause when that favorite was accorded the coveted blue ribbon of superiority.

"Society, the society with a big S, wore its formal garb and most impenetrable air. It was on display as much as the horses, inasmuch as it formed a glittering and wholly beautiful and artistic background for the mettlesome aristocrats of the animal world.

"Save the ultra-horsey men who did not care the value of a whip lash for the social feature of the exhibition, the vast majority of those present wore the conventional black and white of formal evening dress."[12]

It was on the third evening of the show that Atlanta horses had their inning. The featured event was the ring for a cup offered by the Piedmont Driving Club for the best pair of horses to be shown to a T-cart, mail phaeton or other appropriate vehicle. Horses to be driven by owners accompanied by lady. The competition was open to club members only.[13]

The bugle called a clear alarm and in came the competing traps of the gentlemen of the Driving Club. Society smiled approval and leaned forward in sudden interest. John Grant drove in first, handling "Dixie" and "Dandy" with skill and brought his well-turned-out mail phaeton up to the center of the boxes, where Mrs. Grant, formerly Miss Annie Inman, got in. Mrs. Grant's gown was of softest green and she carried red roses. The applause that followed this smart turnout and popular young couple showed them to be evident favorites.

Then Tom Egleston, bachelor, bon vivant and clubman, brought his bay gelding smartly alongside the platform where Tom Paine, Ulric Atkinson, John K. Ottley, Gordon Kiser, Hugh Adams and a score of others had gathered to see the start. Miss Elizabeth Thomas, a beauty from Knoxville and guest of the Robert Maddoxes, stepped in the Egleston trap, whose groom was in perfect undress livery. Miss Thomas was a dream of loveliness in a purple smocked frock, white hat and in her finely molded hands she held a great bunch of American Beauties bound with yards of pink and white ribbons. Up hopped the groom and the smart team flashed away over the tanbark, applauded to the echo.

Next, "Bob" Maddox, accompanied by his wife, who was the popular Lollie Baxter, of Nashville, wheeled out in pursuit of the other traps. Henry S. Jackson followed, then Willis Ragan, with Miss Bessie Draper; Mr. and Mrs. Hugh Richardson, and last, Charley Healey.

The Grant pair bore away a bit of dancing blue ribbon on a bandeau. Henry Jackson's perfectly matched pair pranced away proudly with the red ribbon and Bob Maddox flew the white bow.[14]

An outstanding feature of Atlanta's turn-of-the-century horse show, the first of many similar annual events, was John K. Ottley's handsome five-year-old gelding, "Sensation."

Midsummer of 1900, from July 19th to 21st, witnessed one of the most unusual meetings ever held in Atlanta, a meeting to which Henry W. Grady, if alive, would have subscribed heartily—a reunion of veterans, north and south, who participated in the three major battles around Atlanta during July, 1864.

A "Reunion Committee," of which Colonel William A. Hemphill was chairman and Thomas H. Martin, secretary, issued invitations to all battle participants, blue and gray, with whom it was possible to communicate. The response was gratifying. Reunion headquarters were opened in the Aragon Hotel.

The mornings of the 19th and 20th were set aside for battlefield visits; the evening of the 19th for a "campfire" at the Grand Theater, and the afternoon of the 20th for a barbecue at the McPherson monument in East Atlanta.

The battlefield visits were under the direction of committees, to serve as guides and to meet the veterans in carriages at the street railway terminals nearest the various battlefields. The committees were composed as follows:

"Battlefield of Peachtree Creek—Meet at Brookwood, at end of Peachtree line, E. P. Howell, chairman; Wesley Collier, Judge R. L. Rodgers, A. N. Cox, J. M. Payne, Thomas Wood, Charles Howell, James H. Griffin, J. M. Gresham, Nathan Lyon, O. P. LeVert, Daniel Plaster.

"Battlefield of Atlanta—Meet at County Line Road [Moreland Avenue], Decatur line: Major W. P. Dearing, chairman; G. D. Howell, Captain Max Corput, John Langley, W. T. Smith, Dr. Charles D'Alvigny, R. O. Douglas, Colonel Albert Howell, H. H. Penny, R. S. Osborne, George A. Webster, V. P. Sisson.

"Battlefield of Ezra Church—Meet at Westview Cemetery: Captain R. L. Barry, chairman; Leak Wilson, Jack Watkins, W. P. Mitchell, W. H. Williams, P. M. T. Medlin, Dave Connally, I. S. Mitchell, Elbert Herring, Luke Wood, J. M. Summers, J. A. Caldwell, E. F. Lanier."[15]

The first day of the Blue and Gray reunion was more successful than its most enthusiastic sponsors had expected. Said the *Constitution* on the 19th:

". . . The lobbies of the Aragon, where the reunion headquarters are located, were thronged with veterans. Battle-scarred and gray-haired old soldiers who had fought under Lee and Grant, under Johnston and Hood, under Sheridan and Forrest; who as enemies had met face to face in some of the bloodiest and most brilliantly conducted battles that history records, met as friends on the scene of one of their most famous actions. Nearly all of them had been identified with some famous charge or desperate battle in which they had carried their lives in their hands as lightly as a woman might carry her glove.

"Tall Michigan cavalrymen fraternized with Joe Wheeler's daredevil fighters; loose-jointed, slow-voiced Maine men of giant stature foregathered with black-haired, dark-skinned, fiery South Carolinians, and with arms about shoulders exchanged reminiscences of long night marches, of bloody charges, of desperate forays—of all the things that old soldiers' memories dwell upon.

"Above the steady hum of conversation the air crackled with numerals, and only occasionally a name. It was the 'old Fourth corps,' 'the Forty-second,' 'our Third division,' 'he commanded the Tenth,' until the listener was bewildered.

"From every section these old veterans came. They registered from Ohio, Michigan, Minnesota, Wisconsin, New York, Indiana, Illinois, New Hampshire, Vermont, Maine, Massachusetts, Georgia, South Carolina, Tennessee, Kentucky, Alabama, Mississippi, Louisiana, Arkansas, North Carolina, Virginia, Florida, Texas and elsewhere.

". . . The headquarters room in the Aragon is lavishly decorated with bunting and the national colors. Directly above the registry table in the rear of the room, portraits of General Grant and General Lee are hung side by side draped with a huge flag.

"Registration began with a rush as soon as the headquarters were opened. . . . By evening over 800 veterans had registered . . . Among the distinguished arrivals the first day were General Albert G. Shaw, commander-in-chief, Grand Army of the Republic; General T. J. Wood, Dayton, Ohio; General Willard Warner, General Alexander P. Stewart, General Samuel G. French, and Colonel A. B. Crane, of New York. . . ."

Humming, roaring, sizzling, red-hot enthusiasm marked the campfire at the Grand that night. It was opened with a prayer by Dr. W. W. Landrum, pastor of the First Baptist Church, following which Colonel William A. Hemphill welcomed the veterans in a happy little speech. Robert F. Maddox next welcomed the veterans on behalf of the committee on invitation. Among the guest speakers were General John B. Gordon, his scarred face pale from a recent illness; General Albert D. Shaw, General J. C. Breckinridge, his brother, Colonel W. C. P. Breckinridge; General Oliver O. Howard, and Governor J. A. Mount, of Indiana.

The speeches were punctuated by the reading of a telegram from President McKinley, the reading of a poem by Mrs. L. D. T. Quimby, composed for the occasion by Frank L. Stanton, recitations by "Betsy Hamilton," and songs by the Arion quartet, composed of George Beck, Harry Peters, J. L. Richmond and Frank Cundell. A quintet composed of veterans W. H. Harrison, E. H. Thornton, A. J. McBride, T. J. Buchanan and S. B. Scott also lent a melodic note.

A picturesque feature of the evening was the introduction to the veterans of Mrs. William Forsyth, who was wounded during the siege of Atlanta. She still resided in the same house as before the war, corner West Cain and Orme (now Techwood Drive) streets. Mrs. Forsyth, her face shining with pleasure, was introduced by Colonel Hemphill. The veterans saluted her with waving handkerchiefs and applause.[16]

Due to threatening weather the barbecue of the afternoon of the 20th was held in the coliseum at Piedmont Park. It was marked by eloquent speeches, inspiring band music and good eating. It was on this occasion too, that the great evangelist Sam P. Jones gave a rousing demonstration of his prowess on the platform. He closed his speech by saying:

". . . I am now engaged in a battle of my own. I am fighting the devil and I will continue to fight him as long as there is anything to fight with, and when they are gone I will fight him with my hands; I will fight him as long as I have a foot to kick with, and then I will bite until there is not a tooth in my head, and when all my teeth are gone I'll gum him until I die.

"God bless you, you old veterans. God bless the records you have made in the past and may He bless this reunion and all other reunions that you will hold. Some day we will have a reunion in heaven and that will be the greatest and best of all."[17]

Perhaps now, that reunion is in progress.

The Fulton County post office known as Egan (now a branch of East Point), located on the Central of Georgia Railroad between East Point and Hapeville, was established on August 1, 1900, with Charles M. Wilson, as first postmaster.[18]

Another development of 1900, in the same general direction from Atlanta, was the founding of the Georgia Military Academy at College Park. The movement for the school was initiated by a number of College Park citizens who desired the establishment of a military academy in their community. With only one assistant, the late Colonel John Charles Woodward opened the school to 40 students in the first building, the present Founder's Hall.

The academy grew rapidly and prospered. An inspection made in 1908, by order of the President of the United States, revealed so high a standard of proficiency that an army officer was detailed as military instructor. In 1916 the War Department placed a Junior Reserve Officers Training Corps unit at G.M.A., and added a second instructor. Indeed, for more than a quarter of a century now the institution has been designated by the War Department as one of the honor military schools in the United States. Despite its high standing in this direction, however, by far the greater part of the school hours are devoted to academic studies.

During World War II, over 2000 alumni served in the armed forces, of whom 90 were killed in action. A suitable memorial monument has been erected on the campus in their honor.

Following the death of Colonel Woodward, in 1939, Colonel W. R. Breswter, son-in-law of the founder, was chosen as second president of the school. Under him a junior college department was organized and a $600,000 building program was begun. By that time the enrollment had grown to between seven and eight hundred, including boarders from various states and foreign countries.[19]

Local newspaper readers were greeted on October 1, 1900, with the first issue of a sprightly new afternoon paper, the *Atlanta Daily News*. With the exception of Editor Walter Howard, most of the editorial staff, including Josiah Carter, Morton Smith and Walter G. Cooper were seceders from the *Atlanta Journal*. Headquarters of the new paper were located at 13 South Broad Street. Officers were George A. Speer, president; Josiah Carter, vice-president; B. F. Bennett, Jr., secretary, and W. B. Roberts, business manager and treasurer.

The *News* was a peculiarly enterprising venture. It was the first local paper to print colored cuts, and was patterned after the style of the *New York Journal*. It ran two Hoe presses, one of which was visible from the street, attracting great attention. In less than a year it had secured 15,000 subscribers and attracted a flattering amount of advertising. Yet the *News* traveled at too swift a pace for its slender resources. A year and a month after its inception, on October 31, 1901, its final issue appeared and it fell by the wayside, too impatient of eclipsing the *Journal*. The latter was left to dominate the local afternoon newspaper field. No paper printed in the South scored so dazzling a record in so short a time as the *Atlanta Daily News.*[20]

The month of May has always been a Jonah for the Atlanta Fire Department, and the first year of the new century ran true to form.

On the afternoon of May 7th, a windy day, fire broke out in the factory of the Ware Furniture Company on West 4th Street near Ponder Avenue. Before it was brought under control, the furniture factory and some thirty modest dwellings on W. 4th, W. 3rd, McMillan Street, and the territory adjoining, were reduced to ashes, rendering some two or three hundred people homeless. At one point during the fire, Chief Joyner was overcome by the heat, and taken to a nearby residence, unconscious. He soon rallied, however, and over the protests of his men, went back to his post. After the fire Ponder Avenue was a jumble of household effects. Several burned-out families got their goods hopelessly mixed, and extrication efforts continued far into the night. Kind neighbors took in the temporary gypsies and gave them food and a place for the night.[21]

During June, 1900, little more than a week apart, occurred two of the worst railroad wrecks in the history of the Atlanta area, the latter of which occasioned more casualties than any rail disaster in this vicinity, before or since.

The first of the two wrecks, that of the "Air-Line Belle," between the Peachtree Creek bridge and the present Lindbergh Drive, on the then single track of the Southern's main line east, happened at 9:05 A.M., Thursday, June 14th.

The "Belle," westbound No. 17 was piloted by veteran engineer Reuben R. Mayfield at the throttle of ten-wheeler No. 1036. As he approached the Peachtree Creek bridge on a fill, eastbound No. 12, engineer William Z. Davis in the cab, loomed ahead on a curve. Neither engineer had time to do more than apply the air and reverse his engine before the crash came, though Davis and his fireman were able to jump and thus saved their lives. Mayfield stuck to his post and was killed instantly, as was flagman Benjamin Davis, who was riding the cab of the "Belle." Mayfield's fireman, William N. Hanie, escaped with his life, but not without injuries.

The blame for this wreck, in which one of the Southern's most popular engineers lost his life, was centered upon the operator of Belt Junction (later Armour Station), who should have held No. 12 at the junction until No. 17 cleared. It was one of those human failures, which occasionally defy all the rules and the best of preventive equipment.[22]

Thirty-nine lives were claimed in the famous Camp Creek wreck, also on the Southern, between McDonough and Flippen, shortly after 10 P.M. on the rainy, stormy Saturday night of June 23rd.

Camp Creek, 29 miles south of Atlanta and one and a half miles from McDonough, is normally a small stream, but its valley drains a large area stretching from Griffin to McDonough. The conformation of the land causes the stream to rise quickly after heavy rains, and the month of June, 1900 had been unusually wet. Indeed, the 23rd had been characterized by intermittent cloudbursts. The main line of the Southern to Macon crossed Camp Creek on a substantial rock culvert and fill, which by dark of the fatal night had become a dam impounding the waters of the creek.

Southern train No. 7, consisting of engine No. 836, a combination baggage and second-class car, a first-class coach and a sleeper, in charge of Conductor W. A. Barclay and Engineer James T. Sullivan, both of Atlanta, left Macon at 7:10 P.M. A number of railroad employees were riding in the coaches, deadheading to Atlanta to spend Sunday with their families. Five men and two lady passengers were aboard the Pullman.

OFFICE OF
ATLANTA GAS LIGHT COMPANY,
Corner Broad and Alabama Streets, Atlanta, Ga.

(Courtesy Atlanta Historical Society)

Big Business, 1900. Office of Atlanta Gas Light Company, corner Broad and Alabama Streets. Aside from some of the railroads, The Atlanta Gas Light Company is Atlanta's oldest public utility, established 1855

The train arrived at McDonough in a raging storm, at which place it was supposed to meet a Columbus train for interchange of passengers. Fifty minutes were lost waiting for this train, which incidentally never arrived due to a washed-out trestle, detected happily before the train reached it. No. 7 was not so lucky. Sullivan pulled out of McDonough at 9:52 P.M. The rain was still pouring, the night was inky black and not a single star gave its friendly light as the 836 and its three cars raced downgrade to Camp Creek and destruction.

The relentless pressure of water held back by the culvert and fill had finally forced its way through and nothing remained but the track suspended in air above the rushing flood below. Sullivan had no warning. The late

Oscar Garner had been the last engineer across the culvert—about 6 P.M.—and he had noticed nothing wrong. The oil headlight of the 836 gave a feeble light at best and Engineer Sullivan was on the washed-out fill before he had any premonition of danger. And that premonition was momentary in its duration. He instinctively applied the brakes before the engine pitched to the left and dived downward to half bury itself in the mud and water of the west embankment. Sullivan's scalded body was found next day lodged in a tree nearly a mile downstream.

The combination-car and coach, in competitive flight, dashed themselves against the north abutment and settled into the stream, the unsubmerged parts catching fire. The Pullman dived downward and remained suspended at a forty-five degree angle, its front end being submerged. The passengers in this car, including the two women, were saved, due largely to the heroic efforts of Porter T. C. Carter. Flagman J. J. Quinlan, also aboard the Pullman, managed to escape the wreckage and ran the mile and a half back to McDonough to report the wreck, fainting from exhaustion as he made his report.

Fate had thrown the dice for Southern train No. 7 that night, and 39 souls were lost, burned, drowned or crushed in the flood waters of Camp Creek. The death of Engineer Sullivan was particularly ironic. He was not on his regular run, having substituted for fellow Engineer James T. Pittman, whose daughter was ill with pneumonia. At the time Sullivan reached McDonough, his wife placed a pan of rolls in the oven at their home, 698 South Pryor Street. The time which it would take him to reach Atlanta was the required time to make the rolls. He was fond of them and Mrs. Sullivan wanted them hot when her husband came in out of the rain. Poor fellow, he never returned to enjoy the fruits of this thoughtful and loving act.[23] Mrs. Sullivan was a sister of the late Mrs. J. J. Haverty.

City Clerk W. D. Greene was probably not too impressed, when, in the early spring of 1900, he issued a business license to a brand new enterprise, the Atlanta Coca-Cola Bottling Company, address 125 Edgewood Avenue[24] (southeast corner Courtland St.), J. B. Whitehead, Manager.

As previously noted (Chapter 64) Coca-Cola had been available in Atlanta since May, 1886, but only in glasses at soda fountains. The new enterprise signalized the local advent of the product in bottles, and was a result of the agreement made in 1899 between Asa G. Candler, President, The Coca-Cola Company and the Messrs. B. F. Thomas and J. B. Whitehead, of Chattanooga.

Mr. Whitehead, who had moved to Atlanta in early 1900, bottled 2815 gallons during the remaining months of that year, but in 1901 output jumped to 8961 gallons. The increased business necessitated larger quarters and during that year a move was made to a one-story building on the east side of Ivy Street between Decatur and Gilmer streets. Continued growth required another move in late 1903 to a two-story structure at 78 Auburn Avenue.[25]

Meanwhile a new personality had entered the business. Arthur Montgomery, a native of Madison, Mississippi, and agent for the old Southern Express Company in Atlanta since 1894, was induced by owners Whitehead and J. T. Lupton to purchase an interest and assume active management. From early 1903 until his death at 86 in 1940, Mr. Montgomery was the guiding spirit of the enterprise.

In 1906, the year of Mr. Whitehead's untimely death at 42, Mr. Montgomery opened the company's first subsidiary plant in Gainesville. Two years later a second plant was established at Griffin. Within a few years the Atlanta Coca-Cola Bottling Company had established 16 plants within its territory, it being a general rule in spacing these plants to choose locations with regard to the distance a mule-team might travel in a day. With the advent of motor trucks and good roads the number of branch plants in the territory had been reduced to six by the time of Mr. Montgomery's death.

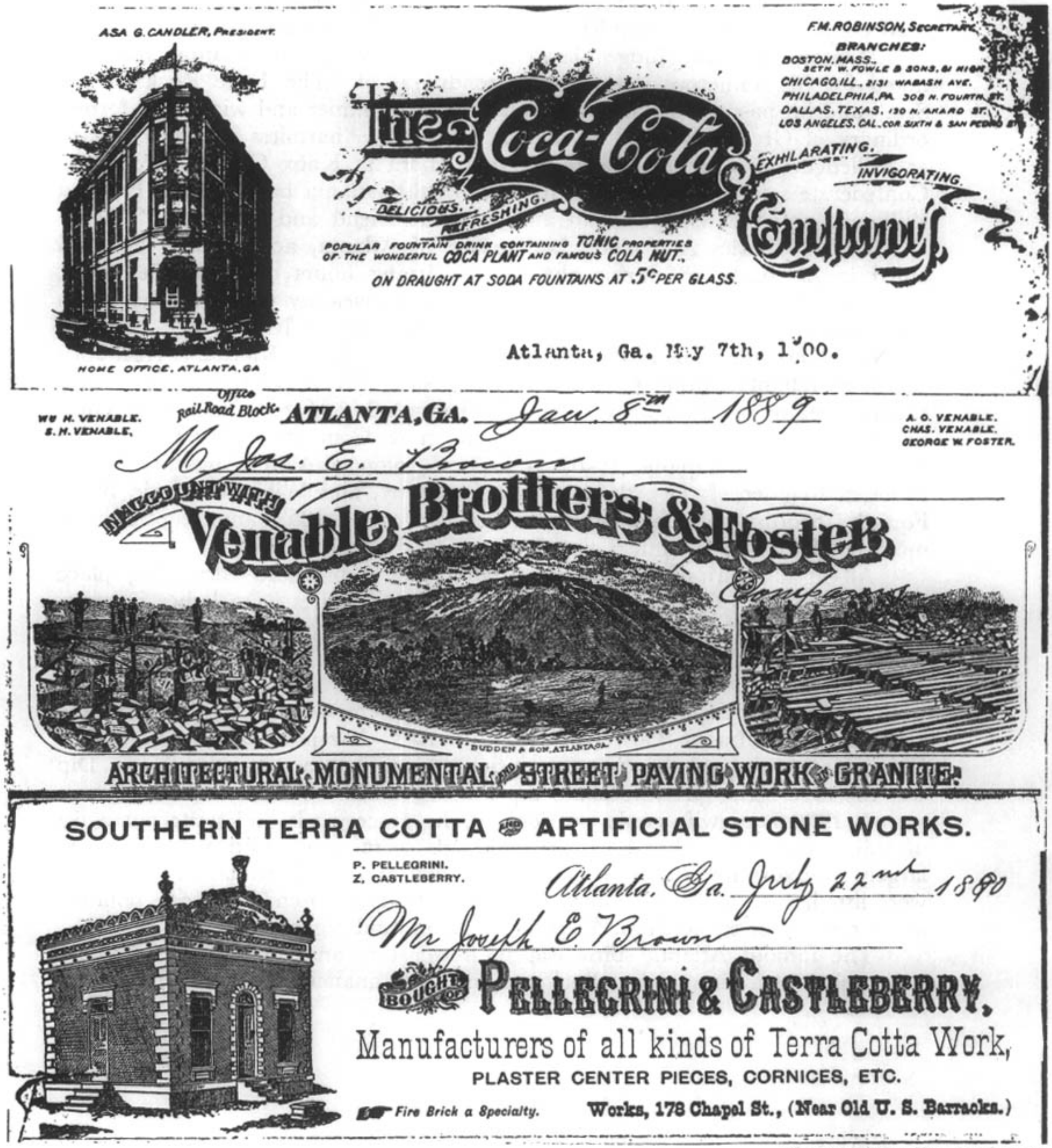
In 1913, the Atlanta plant moved to greatly enlarged headquarters at 460 Edgewood Avenue, that plant being destroyed by fire in 1925. The next move was to 560 Edgewood, which building was occupied until July 22, 1940, when the present beautifully equipped and landscaped plant at 864 Spring Street was completed and occupied.

Back in 1908 Arthur Montgomery brought his nephew LaFayette F. Montgomery into the business. The latter, just out of college, soon became quite active in the operation and administration of the firm, eventually rising to the post of secretary-treasurer and general manager, and later to the vice-presidency.

"L.F." as he is known to his many friends, succeeded to the presidency of the Atlanta Coca-Cola Bottling Company shortly after the death of his uncle Arthur. The present plant is a far cry indeed from the modest little operation of 1900.[26]

A number of old and prominent citizens of the Atlanta area lived to witness the advent of the new century, but were dead and gone as its first year ended. Among them were Colonel Jett W. Rucker, veteran Atlanta banker, Maddox, Rucker & Company, a native of Wilkes County and a "forty-niner" during the California gold rush; Needham Whitley, born Wilmington, North Carolina, a resident of De Kalb County since 1824, twice married and the father of 14 children. It is said that during his long life of 82 years he never drank, smoked nor cursed; General John R. Lewis, died in Chicago, former Atlanta postmaster and a Union veteran who lost an arm in the Battle of the Wilderness; Major Austin Leyden, native of Pennsylvania, a canal boy in his teens, a resident of Atlanta since 1858, iron founder, inventor and commission merchant; Dr. Shaler Granby Hillyer, lawyer, educator and preacher, a brother of the late Junius Hillyer, and uncle of George and Henry Hillyer, of Atlanta; Benjamin F. McDuffie, native of De Kalb County, wounded at the Battle of Franklin while serving the Confederacy, and a well-known contractor and builder; Thomas Reed, pioneer iron worker and charter member of Mechanic Fire Company No. 2, who arrived in Atlanta from North Carolina in 1847 driving a tobacco wagon; James R. "Uncle Jimmy" Parish, veteran Atlanta police officer, a member of the force since 1871; Benjamin F. Longley, born in Maine and a successful building contractor; William C. Sanders, wealthy Atlanta cotton merchant, and a son-in-law of pioneer citizen, Eli J. Hulsey; Edward I. Renick, died in Paris, France, erstwhile law partner of Woodrow Wilson during his brief Atlanta stay of 1882-1883; William Bell Lowe, member of Cobb's Legion, C.S.A., merchant and founder of the Chattahoochee Brick Company; Dr. Julian A. Hutchison, well-known druggist, former city councilman and native Virginian.[27]

Others were James E. Williams, native of Tennessee, merchant, a resident since 1851, and Reconstruction mayor of Atlanta; Clarence Knowles, born in Pensacola, Florida, prominent insurance man and president of the Piedmont Driving Club; John A. Barry, originally of Summerville, Georgia, Confederate veteran, and long a member of the wholesale dry goods firm of Moore, Marsh



ASA G. CANDLER, PRESIDENT.

F.M. ROBINSON, SECRETARY.

BRANCHES:
BOSTON, MASS., SETH W. FOWLE & SONS, 61 HIGH
CHICAGO, ILL., 2131 WABASH AVE.
PHILADELPHIA, PA. 308 N. FOURTH ST.
DALLAS, TEXAS, 130 N. AKARD ST.
LOS ANGELES, CAL., COR SIXTH & SAN PEDRO

The Coca-Cola Company.

DELICIOUS. REFRESHING. EXHILARATING. INVIGORATING.

POPULAR FOUNTAIN DRINK CONTAINING TONIC PROPERTIES OF THE WONDERFUL COCA PLANT AND FAMOUS COLA NUT.

ON DRAUGHT AT SODA FOUNTAINS AT 5¢ PER GLASS.

HOME OFFICE, ATLANTA, GA

Atlanta, Ga. May 7th, 1900.

WM H. VENABLE.
S. H. VENABLE,

Office Rail-Road Block. ATLANTA, GA. Jan. 8th 1889

A. O. VENABLE.
CHAS. VENABLE.
GEORGE W. FOSTER.

M Jos. E. Brown

IN ACCOUNT WITH Venable Brothers & Foster Company

BUDDEN & SON, ATLANTA, GA.

ARCHITECTURAL, MONUMENTAL AND STREET PAVING WORK IN GRANITE.

SOUTHERN TERRA COTTA AND ARTIFICIAL STONE WORKS.

P. PELLEGRINI.
Z. CASTLEBERRY.

Atlanta, Ga. July 22nd 1890

Mr Joseph E. Brown

BOUGHT OF PELLEGRINI & CASTLEBERRY,

Manufacturers of all kinds of Terra Cotta Work,

PLASTER CENTER PIECES, CORNICES, ETC.

Fire Brick a Specialty.

Works, 178 Chapel St., (Near Old U. S. Barracks.)

(Courtesy Atlanta Historical Society)

Bill-heads familiar to Atlantans of the period

& Company; Major William G. Whidby, widely known journalist; Judge Robert P. Trippe, former Congressman and associate justice of the Supreme Court of Georgia; A. P. "Scrap" Wells, prominent Mason and popular railroad conductor; Colonel Daniel Pike Hill, noted lawyer and legislator, a native of Eatonton, Georgia; Judge David A. Newsom, a quaint Atlanta character, noted for his numerous street corner renditions of "The Lone Rock by the Sea," and his passion for flowers which he wore, summer and winter. A former ordinary of Greene County, he died at 71 in the "harmless incurable" ward at Milledgeville; Colonel Pryor L. Mynatt, born in Knox County, Tennessee, Confederate soldier and eloquent member of the Atlanta bar; Charles Howard Williams, noted newspaper man and one-time friend and associate of Henry W. Grady; Charles A. Collier, late mayor of Atlanta, accidentally shot and killed in his backyard during the early morning hours of September 28th, while searching for a burglar; Edwin W. Marsh, wealthy wholesale dry goods merchant of the old firm of Moore, Marsh & Company; Jerry Lynch, a native of Newfoundland and a pioneer Atlanta tailor; John Riordan, Irish-born cotton merchant; Major Joseph Van Holt Nash, Sr., Virginia-born and educated, a major on the staff of General Fitzhugh Lee, C.S.A., and representative in Atlanta since 1878, of D. Appleton & Company and later of the American Book Company; Harrison F. Leak, pioneer Atlanta realtor; Morris Adler, a founder of the Atlanta Paper Company, and William "Uncle Billy" Forsyth, Scottish-born blacksmith, a resident since 1852 and a prominent member of the old Volunteer Fire Department.[28]

All in all, turn-of-the-century Atlanta was a pleasant, easy-going place in which to live. Gentlemen were gentlemen and ladies were ladies in every sense of the word. Men worked hard, but without nervous tension, and nearly everyone took the time and effort to be gracious.

There was plenty to see and do. Bicycle picnics and the nine-mile circle trolley ride were popular summer diversions. There were bicycle races at the coliseum in Piedmont Park featuring Atlanta's champion, Bobby Walthour. Young people danced the two-step to Sousa's march time, and the Boston Dip was the rage. The girl who could dip lowest was the belle of the ball.

A 1900 housewife could not look at the grocery ads and write out a list of things for her husband to buy; the ads were small, and were confined largely to luxury items such as canned sea food and exotic fruits. A few things were listed, such as fresh country eggs at 10 cents a dozen, best Irish potatoes at 20 cents a peck, ketchup, 45 cents a gallon, and cigars 11 for 25 cents.

The famous Atlanta spirit was in flower too, and any worthy cause or progressive idea drew immediate support and financial backing from civic leaders.[29]

NOTES—CHAPTER 78

[1] U. S. Census, 1900; George E. Manners, "Finances of Fulton County, Georgia, 1853-1945. A History and Partial Appraisal." A Thesis Submitted in Partial Fulfillment of the Requirements for the Degree of Master of Business Administration at the University of Georgia. Typewritten bound MS (Athens, Ga., 1946), 4-5. Hereafter cited as Manners, "Finances of Fulton County."

[2] *Atlanta Constitution,* Jan. 2, 1900.

[3] *Annual Reports, City of Atlanta,* 1904, p. 561; *City Directory,* 1900.

[4] *City Directory,* 1900.

[5] *Annual Reports, City of Atlanta,* 1899, pp. 19-45.

[6] Commission Book, Dept., Archives and History, Atlanta.

[7] Cooper, *Story of Georgia,* III, 379-380.

[8] *Ibid.,* 381.

[9] *Atlanta Constitution,* Feb. 23, 1900.

[10] *Ibid.,* Feb. 24, 1900.

[11] *Ibid.,* Oct. 22-23, 1900.

[12] *Ibid.,* Oct. 24, 1900.

[13] *Ibid.,* Oct. 26, 1900.

[14] Medora Field Perkerson, "John W. Grant's Scrapbook," *Atlanta Journal Magazine,* Feb. 6, 1927.

[15] *Atlanta Constitution,* July 17, 1900.

[16] *Ibid.,* July 20, 1900.

[17] *Ibid.,* July 21, 1900.

[18] Record of Postmasters, Fulton.

[19] Miller, *Atlanta,* 247-248; Cooper, *Fulton County,* 485-486.

[20] Martin, *Atlanta,* II, 374-375; Feldman, "Checklist of Atlanta Newspapers," *loc. cit.,* 62; *City Directory,* 1901.

[21] *Atlanta Constitution,* May 8, 1900.

[22] *Ibid.,* June 15, 1900. No passengers were killed.

[23] *Ibid.,* June 25, 1900; Herbert G. Monroe, "The Camp Creek Wreck," *Atlanta Journal Magazine,* Nov. 11, 1934.

[24] Still standing, 1953.

[25] Still standing, 1953.

[26] *The Coca-Cola Bottler,* Oct. 1940, p. 14; Jan. 1951, pp. 20-24.

[27] "Garrett's Necrology."

[28] *Ibid.*

[29] Willard Neal, "Atlanta Fifty Years Ago," *Atlanta Journal Magazine,* Jan. 1, 1950.

CHAPTER 79

1901

BY THE turn of the century, the City of Atlanta had become a multi-million-dollar enterprise. Early in 1901 Comptroller Goldsmith compiled a financial statement, showing the condition of the city at the close of 1900. It is interesting to look back and observe the city's assets and liabilities as the nineteenth century gave way to the twentieth.

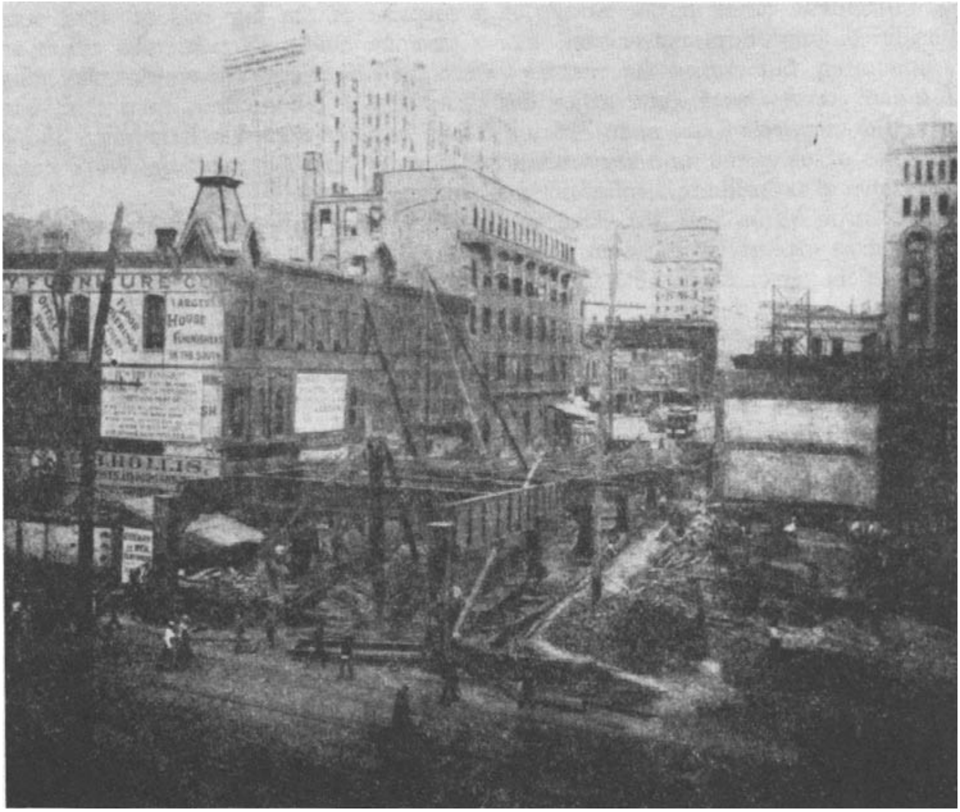
ASSETS

22 public schools and lots		$ 684,000
8 fire engine houses and lots		188,600
1 police station		125,000
Grady hospital		100,000
Waterworks property:		
Old Works (Lakewood)	$ 250,000	
New works	3,000,000	3,250,000
Sanitary dumping grounds, 100 acres[1]		100,000
Stockade farm, 96 acres[2]		100,000
Park property:		
L. P. Grant Park, 144 acres		1,000,000
Springdale Park,[3] 5 acres		50,000
Vacant lots and improved property		39,000
Oakland cemetery lots and buildings		15,000
Personal property		274,500
		$5,926,100

LIABILITIES

Water bonds, 1st series		$ 327,000
Water bonds, 2nd series		100,000
Water bonds, new works		746,000
Georgia Western Railroad bonds		300,000
Floating debt bonds		100,000
Redemption bonds		1,249,000
Capitol bonds		55,500
West End bonds		50,000
Total bonded debt		$2,927,500
Assets held by Sinking Fund Commission	$127,605.18	
Additions to sinking fund in 1901	35,729.83	
		163,335.01
Net liabilities		$2,764,144.89
Assets		$5,926,100.00
Liabilities		$2,764,144.89
Value of assets over liabilities		$3,161,955.11[4]

The municipal campaign of October, 1900, and particularly the race for a mayor to serve during 1901 and 1902, was one of the hottest in the city's history. James G. Woodward was not a candidate to succeed himself, but four other good men entered the field. They were: Livingston Mims, Manager New York Life Insurance Company and President, Capital City Club; Frank P. Rice, capitalist; D. Nym McCullough, commission merchant, and Isaac S. Mitchell, retired grocer.



(From collection of Franklin M. Garrett. Photo by W. T. Kuhns.)

Peachtree and Whitehall meet over the railroad tracks in 1901. Heretofore the crossing was at grade. Site of building, left foreground, now occupied by Peachtree Arcade, vacant lot right foreground by Peters Building

Commented the *Constitution* of October 4, 1900, on the eve of the election:

"Tonight will bring to a close what has been in every way the most remarkable municipal campaign in the history of Atlanta. . . .

"For weeks and months politics has been the means of tearing Atlanta asunder and injecting into the discussion of municipal affairs more personal bitterness of feeling than was ever recorded at any other time in Atlanta's career as a municipality. The political animosity engendered over the various issues of the campaign[5] has keyed up the voting population to the highest pitch of excited interest. . . .

"The mayoralty contest, bringing out as it does four candidates for the chief executive honor, is without a parallel in local politics. I. S. Mitchell and Frank P. Rice were the first to announce. For nearly a year they have been working quietly and pulling political wires in a steady and systematic sort of fashion. Nym McCullough was the third candidate in the race. He and his supporters have been hard at it since last spring. Major Livingston Mims' announcement came in the nature of a surprise at the fag end of what was considered announcement season. For a time he made no particular effort at campaigning, but during the past few weeks he has emerged from the obscurity of quiet, steady work, and given his campaign a pyrotechnic turn that has been the surprise of the race. Major Mims has conducted a campaign along the lines of eloquent and argumentative oratory and his meetings have been the scenes of a brilliant display of spell bindery.

"Major Mims and Mr. Rice are the only candidates who seem to regard the race as exclusively between themselves. They are the only two who have indulged in personalities of a bitter nature, and each has had any quantity of uncomplimentary things to say of the other.

"Major Mims' campaign has been one of active aggression. He has pushed the fight from the sound of the gong. His has been a series of rattling rounds of the hammer and tongs variety. He has done little political side-stepping, but has attempted to beat down Mr. Rice's guard in every possible manner. . . .

"The latter has fought largely on the defensive. His has been a cool, collected waiting game. He has assumed a crafty crouching attitude, adroitly side-stepping when it was necessary and sending home swift short arm jabs when he saw a clear opening. In the break-aways he has shown cleverness.

"I. S. Mitchell and Nym McCullough have pushed their campaigns against the field. Each is fighting to win, and each is employing his own particular methods in vote-getting. They are relying on their records, platforms and political followers, and neither is indulging in acrimony to any considerable extent.

"If bets are to be taken as an indication, the mayoralty race seems to be regarded as between Mims and Rice. One can get all the money he wants on either candidate, and during the past few days some very large bets have been recorded. Even money is demanded by both Mims and Rice men. There is but little betting on the other races. One can hear talks of bets on all sides, but the money is not in evidence."

The so-called "corporate interests," about which more in the following chapter, played a dominant role in the mayoralty campaign of 1900. Candidate McCullough, seeking votes on the basis of that issue, announced on October 4th:

"TO THE VOTERS OF ATLANTA

"It must be evident to an impartial public that Mr. Joel Hurt, his friends and their corporate interests are actively behind the candidacy of Major Livingston Mims.

"It must be equally apparent that Mr. H. M. Atkinson, his friends and their corporate interests are earnestly behind the candidacy of the Hon. Frank P. Rice.

"All good citizens of Atlanta must view with regret the determined effort of one or the other of these influential interests, or their agents, to use this great city for their selfish purposes.

"Neither Mr. Hurt nor Mr. Atkinson, nor the corporate interests represented by either of them are behind my candidacy. I stand for all the people of Atlanta. Pledged to give justice to all parties and all interests.

"I confidently ask for your support in the race for mayor. If elected I will represent Atlanta only; Atlanta first, last and all the time.

Respectfully,
(Signed) D. N. McCullough."[6]

When the noise of the campaign died away, and the votes were all in, on the evening of October 5th, Livingston Mims was Atlanta's new chief executive by a plurality of 158. His total vote was 2640. Rice ran a close second, with 2482. McCullough and Mitchell trailed with 1017 and 883 respectively. The Mims' campaign had been ably run by the Major's close friend and fellow insurance man, Thomas Egleston.[7]

Livingston Mims lent dignity and prestige to the office of mayor. Past 70 at the time of his election, he was a courtly, portly gentleman of the Old South. Born in South Carolina, he moved early in life to Mississippi, where he became a planter and a member of the State senate. A Confederate soldier, he served on the staffs of both General John C. Pemberton and General Joseph E. Johnston. In 1868 Major Mims became general southern manager of the New York Life Insurance Company. For a time, prior to his removal to Atlanta in 1877, his business partners were his old friend General Johnston and Mississippi Governor Ben R. Humphries.[8] Major Mims was possessed of all the social graces and would not compromise his business or social position in the community for the sake of votes. The following incident of the campaign illustrates that point:

A mass meeting, addressed by Major Mims, was being held in a vacant store building on Mitchell Street, west of the present Terminal Station site. A seedy looking individual, probably a planted heckler interrupted the Major in a rude manner, by saying:

"Major, you say you are a friend of the laboring man. Would you ask me to have dinner at your home?"

The Major took no notice for a moment, then looking up, said, "How about standing up, sir, so that all of us can see you." As the man arose, Major Mims continued, "Now step out in the aisle. I'm in the limelight, and, since you apparently want to speak too, why just step right up. What was it you wanted to know?"

As the heckler repeated his question, the Major looked straight at him and then replied, "Why Hell no! You wouldn't know how to use the knives and forks on my table."

The heckler retired amidst great applause for Major Mims.[9]

New members of Council, elected with Mayor Mims were:

Alderman, North Side, George Y. Pierce, physician.
Alderman, South Side, Macon T. LaHatte, of the LaHatte Printing Company.

Councilmen:

First Ward, William A. Fincher, retail grocer.
Second Ward, W. Branch Lewis, locomotive engineer, Southern Railway.
Third Ward, John C. Reed, lawyer.
Fourth Ward, Henry F. Garrett, machinist, W. & A. R. R.

Fifth Ward, Stephen C. Glass, retail grocer.
Sixth Ward, Ernest C. Kontz, lawyer.
Seventh Ward, Malvern Hill, lawyer.[10]

Several long-time ministerial officers, up for re-election, were defeated. James L. Mayson defeated James A. Anderson, for city attorney; Robert E. Riley defeated Jeff Tolbert, incumbent, and A. P. Thompson, for marshal; H. H. Barefield continued as sexton, defeating G. B. Manley and A. J. Millican, and Henry L. Collier, a son of the late Judge John Collier defeated David G. Wiley for commissioner of public works. W. J. Campbell succeeded W. D. Greene as clerk. Other officials, having no opposition, continued in office.[11]

The Board of Police Commissioners failed to re-elect W. P. Manley as chief of police, and in his stead named Sgt. John W. Ball, a member of the force since 1888, and of a pioneer North Fulton County family.

A tragic loss was suffered by the Atlanta Police Department, when, on June 20, 1901, bicycle patrolman Edward H. DeBray was shot and killed by a Negro he was attempting to arrest in West End. Officer DeBray was born in Mobile, Alabama, a son of Francois Ferdinand Hypolite DeBray (1809-1883) a French nobleman, exiled from his native country in 1852 for political reasons. The elder DeBray came to the United States and settled with a French colony near Rome, Georgia. Subsequently he removed to Mobile, but about 1876 came to Atlanta and built a home at East Point, where he died. He, his wife, née Jeanne Catherine Broullier (1826-1905), an an older son, Ferdinand Emel (1857-1923), are buried in the old Mount Zion Methodist churchyard on Stewart Avenue. Officer DeBray was buried in Oakland Cemetery.[12]

Ever since 1884, when the old combination city hall and court house was demolished to make way for the State Capitol building, the City of Atlanta had no hall to call its own. For 17 years it had occupied rented quarters in the Chamber of Commerce Building at Pryor and Hunter streets. In 1901 the city ceased to be a mere tenant, and became an owner, when, in October, it purchased the equity of the Chamber of Commerce and assumed a mortgage on the building, held by the Travelers Insurance Company. The council chamber was thereupon moved to the top floor of the building, recently vacated by the Masonic fraternity, in order to provide improved office facilities and more room for council meetings.[13]

It was during this period that the inadequacy of the old car shed, built only five years after the War Between the States, to serve the city of 1870, inspired an exceedingly forthright campaign upon the part of the local press for a new railroad depot. A great to-do was made over the finding of a small live alligator under a seat in the waiting room by station telegraph operator W. L. McManus on the afternoon of October 26th.[14]

The *Constitution* gave a running report each day of conditions at what it termed as the "alleged depot." The following, for Friday, October 25, 1901, is typical:

FRIDAY'S RECORD AT THE OLD CAR SHED

---

5 a.m. to 6 a.m.—It is the same old story over again this morning. The car shed is entirely inadequate for the crowds and there is a free scramble for trains. Children and women are the sufferers and the guards are helpless to remedy the situation.

6:30 a.m. to 8:30 a.m.—The passage way is one seething mass of disgusted humanity. A lady, accompanied by three small children, has five minutes in which to reach a train on an outer track and she is frantic with excitement and fear. She realizes the obstacles before her and it requires all her energies to keep the children from encountering some one of the many dangers that beset all who enter this place.

10:30 a.m. to 12:30 p.m.—The noon rush is on and is fast and furious. Travelers from a distance who are dumped down in dust and dirt are freely expressing their disgust. Pryor Street is blockaded, and when the place is cleared there is a crash in which a number of hair-breadth escapes are witnessed. Hackmen and draymen who have been kept standing on the crossing are angry, and in their hurry to cross the tracks, are reckless in their driving. It is little less than a miracle that someone is not killed.

3:30 p.m. to 5:30 p.m.—Trains are arriving and departing continually and strangers are confused and bewildered. They cannot understand the unmetropolitan arrangement of the depot, and those who hesitate are losing their trains. Truckmen are hurrying about, yelling at the top of their voices, and this, with the clanging of bells, escaping of steam and a fog of smoke, only adds to Atlanta's shame.

7:30 p.m. to 12 p.m.—People who have come to the city to spend Atlanta day at the Interstate fair are packed in the depot like sardines. Wearied by a day of sight-seeing, they are ready to sit down and give up the idea of leaving town tonight. But it is as hard to gain an exit from the shed as it is to enter the place, and they wait and struggle, hoping that an all-wise Providence will protect them from injury and death.

Even the bards enlisted under the campaign banner. Frank L. Stanton, relating the experiences of an old Confederate veteran who landed at the depot, wrote the "Ballad of the Carshed":

"I've followed the lead of Jackson—been in the fight with Lee,
Heard bullets whizzin' in Georgy, charged bayonets in Tennessee;
Four long years unflinchin', I fit for the ol' time South,
And met the boys in battle right at the cannon's mouth.

I Wuz at the First Manassas, an' who should be there but me
When Sherman's men were makin' o' the long march to the sea;
I've been in the fiercest battle that ever a man has seen,
An' come unscarred from the fightin' back to the home-fields green.

I've faced all the greatest dangers in every land an' clime;
Married two buxom widders—I mean, just one at a time!—
An' j'ined the old-time ku-klux, that made you git up an' git,
But the ol' Atlanty carshed is the toughest I've tackled yit!

I landed from ol' Virginny—goin' to see the Fair—
Under the sway-backed carshed, right in the smoky air;
An' gropin' aroun', half stifled, in all o' the storm an' fuss,
I hollered: 'The war ain't over—it's Sherman a-shellin' us!'

I cleared one track in a jiffy, when another train rolled in
An' sent Maria higher than ever she'll rise ag'in!
'Look out! Look out! ol' feller!' . . .But—'How kin I look?' sez I,
'When the 'tarnal smoke is blindin' as thunder clouds from the sky?'

'This way—this way to the Exit!'—but the big crowd knocked me roun'
  Till I stood on my head, a-yellin', an' Atlanty wuz upside down!
Then a runaway mule, he kicked me; an' right in the dust an' row
  I wuz hit by a baggage wagon, an' bit by a Jersey cow!

An' I riz up, an' I shouted till I startled the smoky air:
  'Is there never no balm in Gilead, an' no undertakers there?'
Fer I thought that I'd been translated to the place where the red fires stay,
  An' right an' left I asked 'em, 'Is the Devil at home today?'

I'm a-settin' up in bed now, readin' my titles clear,
  An' the doctors say they reckon I kin hope to be out next year;
But if ever the worst is comin', I've got this word to say:—
  'Make my coffin out o' that carshed, an' I'll live till the Jedgment Day!' "[15]

The railroads, finally touched by this vociferous campaign, and by the intolerable conditions at the depot, agreed, on October 25, 1901, to spend $20,000 to $25,000 in improvements. The improvements involved the laying of a new, smooth floor with concrete foundations, the construction of modern toilet accommodations, an enlargement of the waiting rooms and the construction of a bracket shed over the outside track then used just south of the car shed.

But, commented the *Constitution* acidly: "The improvements will not give an inch more of train space and the dangers to travelers will not be decreased in the least since the crossing of tracks will continue."[16]

From the earliest days of the city's existence, the citizens of Atlanta had been inconvenienced and endangered by the railroad grade crossing between Peachtree and Whitehall streets, a block west of the depot. Indeed, the need for a bridge over the tracks at this point had been a prime target of those interested in civic improvement since long before the War of the Sixties. Yet nothing tangible was done until private enterprise, at the turn of the century, agreed to foot most of the bill.

Mayor James G. Woodward forcefully emphasized the need in his annual message to Council on December 31, 1899. He said:

> "The time has arrived where to delay longer than is absolutely necessary the building of a viaduct over the railroad tracks between Whitehall and Peachtree streets would amount to criminal neglect of the interests of the city. For years this point has not only been a detriment to business, but has been a constant and terrible menace to life. The accidents that have occurred there and the lives that have been lost cannot be reckoned in dollars and cents. . . . This crossing, with its tentacles of steel that seem to reach out for victims like some greedy monster of the deep, has done this.
>
> "This danger is no new thing, as the long list of deaths there attest, and this is an excellent reason why there should be no further delay. The time has come for action, and something should be done now, before the life is crushed from another human victim. How soon this will be, no one can tell. It may be within the hour, and some one in this hall now may be the person called upon for the sacrifice. Probably we have never had an opportunity such as is before us to entirely abate this evil and give protection to the lives of men, women and little children. It seems to me that there is now no doubt of the city being able to construct the viaduct this year, and forever put from us what has proven a curse to an otherwise beautiful and prosperous city."[17]

City Engineer R. M. Clayton was already at work upon plans for the bridge. Work was begun in 1900, with Grant Wilkins as contractor.

Wednesday, October 9, 1901, was an auspicious day for Atlanta. The chasm was bridged. There would be no more dodging of locomotives and waiting for long trains to pass. The north and south sides of the city were united, and, said a speaker on this happy occasion, "It is hoped that the jealousy so long existing between the two sections will soon be obliterated."[18]

While some finishing touches remained, the first car of the Atlanta Rapid Transit Company went across the bridge at 1 P.M., loaded to the steps with street car officers, city and county officials and invited guests. Among those aboard were Mayor Mims, ex-Mayor Woodward, C. Jerome Simmons, president of the Atlanta Rapid Transit Company, and H. M. Atkinson, president of the Georgia Electric Light Company. The car was in charge of Jerome Simmons, Jr., as motorman.[19]

At the end of the year the bridge committee of council was able to report:

> "The construction of the viaduct over the railroads at Whitehall Street crossing, and the erection of new modern buildings [including the Peters Building] incident thereto comprises important improvements, the character and extent of which have never before been approached in any immediate locality during any year within the history of Atlanta's marvelous growth.
>
> "The completion of this enterprise marks a distinctive epoch in the history of Atlanta. In the very center of the city an unsightly and dangerous situation has been transformed into a scene of magnificent structures, an attractive business locality and a thoroughfare of convenience and safety, connecting together the north and south sides of Atlanta."[20]

Total cost of the bridge, since replaced by a more modern structure, was $76,662.38. Of this amount the Atlanta Rapid Transit Company paid $50,000; the Western & Atlantic Railroad $15,800, and the City of Atlanta, $10,862.38.[21]

While the new bridge was being built just west of the car shed, a change was made just east thereof in 1901, though what benefits accrued to anyone as a result are nebulous indeed. The ancient street name of Loyd, honoring one of the city's oldest pioneers, passed into limbo, and the exceedingly trite and mundane Central Avenue was substituted.[22]

Since the destruction by fire of the famous old Markham House in 1896, the block on which it stood had been improved with substantial business buildings. But fire seems to have had an affinity for the locality, and during the early morning hours of February 21, 1901, the block was again reduced to ashes.

The flames were discovered about 6 A.M., breaking through the windows and doors of the wholesale grocery house of J. J. & J. E. Maddox, facing the Georgia Railroad tracks just east of the depot.

The morning was exceedingly cold and windy, and by the time the firemen arrived the Maddox building was doomed. The fire spread north with great rapidity, and before being brought under control, had destroyed buildings occupied by the Arnold Hat Company, Draper-Coggins Shoe Company, R. N. Fickett Paper Company, Gramling-Spalding Shoe Company, McConnell Dry Goods Company, Dinkins-Davidson Hardware Company, and the Planters' Syrup Refining Company. In addition, three houses on Collins Street were destroyed. The total loss was estimated at half a million dollars.[23]

While the fire was raging its fiercest, a *Journal* reporter ascended to the top of the division next to those which were burning. His story follows:

"In the top story of the hardware firm of Dinkins & Davidson was piled a large amount of farming implements, principally cotton planters. These reached almost to the roof. From these a dozen or more firemen, having placed a small step ladder in the trap door, hastily clambered to the roof. Though near as it was to the flames the cold blast that greeted them seemed like a special messenger from the artic regions.

"The building known as the Markham block was divided into separate divisions and each was occupied by a different firm.

"Several men had already reached the roof through the next division, that of the Fickett Paper Company, and had two streams of water playing on the flames. The rear end of the third division had already fallen, but toward the front it was still intact. Soon the hooks and axes of the firemen had made holes through this for the hose. As the water reached the flames beneath there came a dull, hissing roar as of a thousand demons turned loose. Great volumes of smoke burst from seemingly a bottomless pit. Rising mountain high, wafted hither and thither by the freezing gale, now enveloping the firemen, then shifting away, leaving bare the skeleton walls licked by the angry and remorseless flames from the charred heaps of thousands of dollars worth of goods.

"Next to the railroad eight men stood on a pile of brick close to a tottering corner of the walls of the Maddox building. At a warning cry from one of their number they all sprang backward just in time to escape being buried alive beneath the heated bricks. As the wall fell it passed within two feet of their heads. None were injured.

"So cold was it on top of the building that the water which escaped from the hose formed a solid sheet of ice on the roof, notwithstanding the flames raging within a few feet.

"In the Maddox building was stored a large amount of canned goods and barrels of molasses. As they blew up it sounded like the rattle of musketry and the boom of artillery."[24]

After a brief career of only seven years, Coley Anderson's Lyceum Theater, the home of "polite vaudeville," was destroyed by fire on the afternoon of November 6, 1901. The well-known playhouse, at Edgewood and Piedmont avenues, caught fire from overheated wires used to illuminate a large electric sign attached to the building. While the afternoon performance was about to go on stage, everyone escaped without injury. During its short life the stage of the Lyceum was graced by such notables as May Irwin, Delia Fox, DeWolfe Hopper, Gus Williams, Lottie Williams, and many others. The theater was not rebuilt.[25]

Destruction in Atlanta, by whatever form, has always been more than offset by construction and progress. During 1901 there came into being the Home for Incurables, Georgia Baptist Hospital, Marist College and the Atlantic Steel Company.

The Home for Incurables grew out of the Circle of the King's Daughters and Sons, organized in 1893, with Mrs. S. R. Bruin as first president. The group of capable women, comprising this organization, carried on successfully for several years a beautiful work of helping the poor and needy, ministering to the sick, and caring for the widow and orphan. After a few years it became apparent that a dire need existed for the establishment and maintenance of a home in which to house and care for those suffering with incurable diseases.

Under the presidency of Mrs. C. G. Shearer, the Circle was reorganized in 1901, and incorporated as The Atlanta Circle of King's Daughters and Sons. On March 12th of that year the first Home for Incurables, a small rented house ($18 per month), on the present site of the Atlanta Athletic Club on Church Street, now Carnegie Way, was dedicated. The C. A. Dahl Company generously furnished floral decorations. Governor Candler, Mayor Mims, Judge W. T. Newman, Ben Hill, and Dr. W. W. Landrum made short talks. Wurm's orchestra discoursed sweet music during the calling hours. Thus was born one of Atlanta's most appealing charities.

The new venture grew rapidly, and in 1902, an adjoining cottage was rented. Then the ladies decided to take another heroic step by erecting a new building. Mrs. Henry Jackson, Mrs. J. W. English and Mrs. Morris Brandon were appointed to serve on the building committee, and in a short time $10,000 was raised. Furniture dealer A. G. Rhodes donated four acres of land at South Boulevard and Woodward Avenue; Architect George W. Stewart donated plans for the new building, and on January 7, 1904, the cornerstone was laid. On July 11, 1904, under the presidency of Mrs. John A. Miller, the new Home, now known as "The A. G. Rhodes Memorial Home for Incurables," was completed. A short procession of ambulances conveyed the patients from the old home to the new. In November, 1904, the Atlanta Circle withdrew from the International Order of the King's Daughters and Sons and the name of the organization was changed to the Home for Incurables Association.[26]

On Thanksgiving Day, 1901, Dr. Len G. Broughton opened a small infirmary in a rented house on Courtland Street. Three patients were admitted on the first day. Members of Dr. Broughton's church, the Baptist Tabernacle, furnished dishes, furniture and other needed supplies. The morning following this modest opening, Henry H. Cabaniss, secretary and business manager of the *Atlanta Journal* chanced to meet Dr. Broughton at Luckie and Peachtree streets. He asked the minister what he could possibly have with which to start a hospital. Dr. Broughton looked Mr. Cabaniss straight in the eye and said, "Sick people and the command of Christ."[27]

After a few years the Tabernacle Infirmary was moved to an old residence at 69 Luckie Street, and finally, in 1908 across the street to a building next door to where the Baptist Tabernacle was soon to be. In 1913, having become too large an obligation for one church, the Tabernacle Infirmary was bought by the Georgia Baptist Convention for $85,000. It continued to operate at the Luckie Street location as the Georgia Baptist Hospital for the next several years.

In 1921, having acquired the old Levi B. Nelson homesite,[28] at North Boulevard and East Avenue, the hospital opened at this, its present location. A great new building program, begun in 1948, will rank the Georgia Baptist just below Crawford W. Long as Atlanta's second largest private hospital. It is a state-wide institution, and, in 1949 accommodated 7797 patients. This number did not include several hundred more who went through the free Sheffield Cancer Detection clinic. The 1949 patients came from 126 Georgia counties and 14 other states. They were by no means all Baptists—the sick included Catholics, Latter Day Saints, Lutherans, Quakers, Unitarians, members of the Salvation Army, the Church of God, the Church of Christ and Jehovah's

Witnesses. More than 10 per cent of the patients professed no religion at all. Dr. Broughton's modest little 1901 effort has come far indeed.[29]

The Marist College, next door to the Sacred Heart Church at Ivy and Peachtree streets, is a military day school conducted by the Marist Order of the Roman Catholic Church. It was established in 1901 and incorporated in 1902 under the laws of the State of Georgia. The original building, erected in 1901 by the late Bishop John E. Gunn, S.M., has since been entirely renovated and a spacious annex added.

The school has no college department but offers courses in its junior and senior high schools providing sound preparation for entrance into any college or scientific school. Although it functions under the auspices of the Marist Order, it is non-sectarian in its operation and students come from many denominations. Since 1917, a Reserve Officers' Training Corps unit has been established here, thus enabling graduates to obtain army commissions after four years in Marist College, and one season in an R.O.T.C. camp. The school has long maintained an excellent record scholastically, and in military training and sports.[30]

At the turn of the century the cotton growers and naval stores operators of the Southern States constituted the world's largest market for cotton ties, the steel bands that bind the bales, and for cooperage, held together with steel hoops. Yet, up to 1901 there was no source of supply in the South for these items. Southern farmers and turpentine operators had to send to Pittsburgh for their cotton ties and barrel hoops, and pay to northern capital a sizable share of the income derived from their fields and forests.

At least one turn-of-the-century Atlanta citizen could see no logic in this situation. Why couldn't southern brains, brawn and capital unite to make ties and hoops right at home and save the profits going north? Thirty-seven-year-old George Washington Connors, junior partner of the mortgage loan and real estate firm of Weyman & Connors in the Equitable Building kept asking himself this question, and the more he thought the more he talked. He was persuasive and before long had interested some of his Atlanta business and professional friends in the possibility of establishing a local steel-hoop mill.

Connors was born in Greenville, South Carolina, the son of a Confederate captain, farmer and physician. After attending the South Carolina College at Columbia, he came to Atlanta as a youth. His genial personality and natural talents helped him to become a successful salesman for the wholesale dry goods firms of John Silvey & Company and Moore, Marsh & Company. Later, he and Samuel T. Weyman, a native of San Antonio, Texas, and one-time Greenville, South Carolina, resident, founded the well-known firm bearing their respective names.

In early March, 1901, Mr. Connors' thinking and talking came to a head. Articles of incorporation were secured for the Atlanta Steel Hoop Company. A day or two later, at 9:30 P.M., March 5th, the first directors' meeting was held in Room 829 of the Equitable, now Trust Company of Georgia Building. Present were the eight founding fathers, all noted Atlantans. They were: Dr. Abner W. Calhoun, the South's great eye specialist; Mr. Connors; Charles E. Currier, cashier, Atlanta National Bank; John N. Goddard, secretary and treasurer, Charles A. Conklin Manufacturing Company; Frank Hawkins, president, Third National Bank; John K. Ottley, cashier, Fourth National Bank; J. Carroll Payne, lawyer, and Samuel T. Weyman. These gentlemen, together with Patrick H. Mynahan, a salaried man employed to operate the plant in the capacity of superintendent, constituted the original stockholders in the company.

The fact that none of them, with the exception of Mr. Mynahan, had much knowledge of the steel business, was no deterrent. Organization of the new company went right ahead. Mr. Weyman was elected president and Mr. Connors secretary-treasurer. A finance committee consisting of the Messrs. Currier, Hawkins, Ottley and Connors was set up. A corporate seal was adopted. By-laws were prepared. Property for the plant, the nucleus of its present site, was purchased from A. L. and E. C. Kontz and Captain James W. English. This property, located in Land Lots 148 and 108 of the 17th District, was once a part of the farms of pioneer citizens Christian Kontz and Jesse Wood, respectively, and had been fought over during the fateful day of the Battle of Peachtree Creek, July 20, 1864.

A month to the day after the first directors' meeting Mr. Connors enthusiastically reported that practically all machinery was on the ground, the buildings nearly completed and foundations for the roll stands and both engines finished. By the end of the year the plant was in full operation, employing 120 hands and disposing of 50 tons of steel a day.

Nineteen five was a year of expansion. Contracts were made for the erection of a rod mill and accessory equipment, open hearth furnaces and a blooming mill. An office building was erected at the plant. A locomotive crane had arrived and nail machines were being unloaded in the warehouse.

All of this expansion required money, and in the fall of 1906 the company increased its capital from the original $50,000 to $750,000. In early 1907 the name of the company was changed from Atlanta Steel Hoop Company to Atlanta Steel Company. Charles E. Currier succeeded S. T. Weyman as president. Ernest Woodruff had become a stockholder and was to give the firm the benefit of his financial and organizational genius.

In mid-1907 Mr. Currier resigned as president and was succeeded by David Woodward, president of the Woodward Lumber Company. At the same time, to the surprise of the board, Founder Connors handed in his resignation. It was regretfully accepted. A few months later Mr. Connors moved to Birmingham, Alabama, where he founded the Connors-Weyman Steel Company, later Connors Steel Company. He became a leading citizen of that city, remaining as such until his death in 1943.

On February 1, 1908, began the 14-year tenure of Thomas K. Glenn as president of the steel company. This sterling citizen was born in 1868 at Vernon, Mississippi, and came to Atlanta in 1887, beginning his career with the Maddox-Rucker Banking Company. Later he became associated with the Atlanta Consolidated Street Railway Company under Joel Hurt. At 34 he was elected a vice-president of the Georgia Railway & Electric Company, predecessor of the Georgia Power Company, resigning therefrom to guide the destinies of Atlanta Steel.

A period of steady growth marked the Glenn regime. The company served as an excellent training ground for important men in steel and other fields. One of the outstanding "graduates" was Tom M. Girdler, organizer of Republic Steel and now chairman of the board of that corporation. Girdler came to Atlanta Steel in 1907 from Pueblo, Colorado, as superintendent of rolling mills. He later became general superintendent and played first base on the company baseball team before leaving in May, 1914, to go with Jones & Laughlin. His son, Joseph H. Girdler, is now vice-president in charge of operations for Atlantic Steel.

Early in December, 1915, Atlanta Steel underwent another financial organization in order to provide more capital for growth and the continuing policy of product diversification. The present name, Atlantic Steel Company, was adopted and the firm became a Delaware rather than a Georgia corporation. It has since become domesticated in Georgia.

Atlantic Steel weathered the hectic years of World War I successfully, though the immediate post-war years were difficult. Robert Gregg, Nathaniel C. Harrison and Charles F. Stone were elected vice-presidents in 1921. Then, in 1922, Ernest Woodruff retired as president of the Trust Company of Georgia. He wanted his old friend and associate Tom Glenn to succeed him. So Mr. Glenn resigned as president of Atlantic Steel and was succeeded by Robert Gregg. The long association of Mr. Glenn with the steel company continued, however, for he served as Chairman of the Board until his death in 1946. His two sons, Dr. Wadley R. Glenn and Wilbur F. Glenn, serve today as board members, and the latter also as a vice-president.

The new president, Mr. Gregg, was born in Atlanta, a son of the late William A. Gregg of the Beck & Gregg Hardware Company. After graduating from Georgia Tech in 1905 and Cornell in 1906, he came to work for the steel company in the latter year. His progress was steady, from inexperienced young engineer to able executive. After serving as president for ten years, Mr. Gregg resigned in July, 1932, to accept a position with the Tennessee Coal, Iron and Railroad Company, of Birmingham, shortly thereafter becoming its president.

The next president, Charles F. Stone, though born in Chattanooga, is a member of one of the oldest and best families in the Atlanta area, his grandfather Daniel Stone and great-grandfather Mason Shumate having settled in Decatur long before there was any Atlanta. His father, the late F. I. Stone, was one of the pioneer iron, steel and heavy hardware men of Atlanta. Charles F. Stone, like his predecessor Mr. Gregg, is a Georgia Tech alumnus. He came with the Steel Company in 1910, and became manager of sales in 1914. The term of his presidency covered the depression period from mid-1932, and the difficult years of World War II.

At the annual meeting of January, 1947, Mr. Stone became chairman of the board, and Robert S. Lynch, an up-from-the-hearth steel man, was elected president. A native of Vandergrift, Pennsylvania, near Pittsburgh, Mr. Lynch came to Atlanta in 1944 from Canton, Ohio.

During its first half-century Atlantic Steel has moved through the years from coal to gas to electricity as fuel to operate its furnaces. The switch from coal to natural gas was made in 1930. A new $2,500,000 electric furnace was just recently put into service.

Nowadays cooperage hoops and cotton ties, Atlantic Steel's two original products, are being produced in only three mills in the United States—one in Atlanta, and two in Birmingham. But diversity of product has long been standard policy at Atlantic Steel. The firm now turns out, in addition to ties and hoops, poultry and field fence, barbed wire, angles, round bars, channels, tees, hand rail, reinforcing bars, nails, rivets, welding rods, shackles, frogings and fence posts. The 120 employees of 1901 have increased to 1952's 2,100. Atlantic Steel is a small plant as steel plants go, but it rates high in Atlanta's economic structure.

Atlantic Steel, like several other local industries, has been responsible for the building up of a residential neighborhood. Prior to its establishment, 14th

Street west of Tanyard Branch, and adjacent streets were hardly more than paths through woods and fields. But as the steel operation grew, so also grew the locality, and today the section is closely built up with modest but substantian homes. Indeed, persons in the neighborhood not connected with Atlantic Steel are constantly made aware of its presence through the instrumentality of "Big Tom." This, a memorial to Mr. Glenn, is the deep-throated steam whistle, which not only marks time for the steel company, but for all living within sound of its voice.[31]

Another instance of a specific industrial plant giving rise to a residential area is that of Scottdale in De Kalb County. In 1900, the Scott Investment Company, headed by Colonel George W. Scott, of Decatur, erected a cotton mill which gave the community its name. On March 13, 1901, the town surrounding the mill became a United States post office, with Augustus H. Flake as first postmaster.[32]

Of the 34 makes of cars exhibited in the first automobile show at New York's Madison Square Garden in 1900, seven were steam cars. The vogue for steam lasted several years, and among the better-known makes were the Stanley, the White, the Locomobile, the Lane, and the Doble. The steamer had certain advantages such as smooth operation, unexcelled power and quick acceleration. It was almost impossible to stall a steamer if its rear wheels could secure traction. Disadvantages included the several minutes it required to get steamed up, the limited number of miles that could be traveled on one boilerful of water, the quick corrosion of the boiler, and the difficulties encountered with the burner.[33]

In early 1901, not long after the first show, the "horseless carriage" made its initial appearance upon the streets of Atlanta. The individual responsible for this appearance was William Dawson Alexander, later of the Alexander-Seewald Company, then a hard-working dealer in bicycles at 35 North Pryor Street, who stayed open seven days a week and rented bicycles to the best people in town.

Calling up all of his courage and most of his cash, he ordered a trio of Locomobile steamers. The fact that they were steam-propelled accounted for Mr. Alexander's interest. Having formerly been engaged as a stationary steam engineer, he was convinced that the idea was practical.

In February, 1901, the automobiles arrived, packed neatly in large wooden packing cases, as though they might have been a shipment of dry goods. They looked like an ordinary "bike" buggy, except for the steering lever and a small simple steam engine mounted on the rear axle. Each car weighed about 650 pounds. There were no lamps, no top, no mud guards, no horn—just a buggy with a boiler under the seat and an engine on the axle.

With the aid of several bicycle repairmen and a few steam engineers, one of the cars was assembled and a head of steam generated. The horseless buggy was ready for its trial trip—as much a trial for driver Alexander and a passenger as for the car itself. The maiden voyage of this first Atlanta-owned auto was from 35 N. Pryor Street to Fort McPherson and return, a distance of about nine miles. Two hours were consumed on the trip, though if pushed, the car would make in the neighborhood of 20 miles per hour.

Soon after the trial run, one of the three cars was sold for $925 to John W. Alexander, of 439 South Pryor Street, Vice-President of the Farmers' and Traders' Bank. Accompanied by a demonstrator from the factory, Mr. Alexander mounted to the driver's seat and set forth for East Point. Reaching that place, he swapped seats with the demonstrator and headed back toward Atlanta. Many years later Alexander described the return trip:

> "We were bowling along about 20 miles an hour and enjoying watching the people stare at us as we flew by. But just when I was congratulating myself on picking up the engineering of the thing so rapidly, we saw a farm wagon coming to meet us. The mule stopped and looked at the approaching phenomenon with his ears pointed straight forward. Then he began to rear.
>
> "Somehow we managed to get by him, but we had barely passed him when we saw another mule tied behind the wagon. He was looking out to see what was making the funny noise, I guess, and he backed square into us. The chug-chug stopped and the machine flew straight into the air. I hit the road, and got a scratched shoulder and a few bruises. But the other man sailed about 20 feet and began to yell that his back was broken. He was not even badly hurt. The Locomobile was turned over in the ditch. We lifted it out and onto its wheels. It chugged naturally and we were soon back in Atlanta."

Not long afterward Dr. John G. Earnest, of 44 Houston Street, purchased Locomobile No. 3 from W. D. Alexander.

In 1902, with considerable foresight, W. D. Alexander bought and offered for sale the first stock of automobile accessories in the Southern States. During the same year he formed a partnership with C. L. Elyea as Alexander-Elyea Company—at the old stand, 35 North Pryor Street. In 1903 the firm took on the agency for Oldsmobile, and the automobile end of the business began to prosper.

Soon additional space was required, and the first floor of an old theater, recently damaged by fire, around the corner on Decatur Street, was rented and altered. A driveway was constructed through an alley to Pryor Street to house the auto department. Thus, the first "Garage" in Atlanta came into being. It was managed by Zenus Fields, an old bicycle-race rider.

The automobile age had dawned in Atlanta. But the horse and wagon were to rest secure for some time yet.[34]

A number of old Atlanta area residents received the final summons during 1901. Among them were Andrew J. Goldsmith, of Stone Mountain, a pioneer resident of that community and father of Dr. W. S. Goldsmith, of Atlanta; Edgefield Brown, 89, ante-bellum wagon maker and blacksmith, who cast his first vote in Decatur in 1832; Eli T. Hunnicutt, native of Montgomery County, North Carolina, settled in old Campbell County in 1836, marshal of Atlanta before the War of the Sixties, and brother-in-law of merchant John Silvey; William F. Parkhurst, native of Ware, Massachusetts, Confederate soldier, accountant, and prominent Mason; Colonel John B. Peck, pioneer Connecticut-born railroad man and former city councilman; Augustus M. Robinson, wholesale dry goods merchant, who moved to Atlanta in 1881 from Social Circle, Georgia. He was the father of the late James D. Robinson, Sr., noted Atlanta banker; Richard J. Johnson, born in Newton County, assisted in the removal of the Cherokees from North Georgia, Confederate soldier, and a resident of Atlanta since 1859; Gustavus Adolphus Burkhardt, pioneer merchant and property owner; Dr. Francis M. Haygood, venerable Baptist minister, who preached 3,320 sermons, including the first in Atlanta after the name was changed from Marthasville; Clem R. Harris, prominent fire insurance man, originally of Culpeper, Virginia; the Rev. J. Lawrence King, a Presbyterian minister for 50 years and father of the late George E. and Clyde L. King, of Atlanta; James W. Kirkpatrick, old Decatur merchant, and a son of pioneer settler James H. Kirkpatrick; Marcus L. Tolbert, born in Bartow County, merchant, realtor, and former city councilman; and George Fischer, native of Germany, a local resident since 1854, and for many years a locomotive cab builder for the W. & A. R. R. The cab of the famous "General" was his handiwork.[35]

Others were Colonel Benjamin F. Sawyer, of French Huguenot stock, noted newspaperman, writer, inventor and Confederate Army Colonel; Thomas Haney, Irish-born resident since 1852, volunteer fireman, city councilman, and long connected with the mechanical department of the W. & R. R. R.; Colonel Alexander M. Wallace, native of East Tennessee, veteran of the Mexican War and the War of the 'Sixties, commission merchant, insurance man, and a resident of Atlanta since 1855; Loyd Coursey, member of a pioneer West Fulton County family; Major Samuel B. Spencer, mayor of Atlanta in 1874; Dr. Gustavus G. Roy, noted physician; Porter King, able young attorney, and mayor during 1895 and 1896; James Lawshe, the widely known Atlanta counterfeiter—convicted three separate times; Captain William D. Grant, railroad builder and extensive property owner, father of the late John W. Grant, Sr., and Mrs. John M. Slaton, died leaving an estate valued at $2,000,000 in Atlanta realty and State of Georgia bonds;[36] Dr. James F. Alexander, native of Greenville District, South Carolina, and pioneer local physician; Pascal J. "Pea Jay" Moran, Canadian-born editorial writer for the *Constitution* since 1881; John J. Powell, wholesale grocer, Confederate veteran, and a son of the late Dr. Chapman Powell; Captain Algernon S. Talley, pioneer dry goods merchant and native of Henry County; Francis M. Jack, a resident since 1847 and the city's best known baker; J. J. Fain, Sr., one of the oldest settlers of the Ben Hill neighborhood; Thomas J. Malone, born in Dundalk, Ireland, and long-time city tax assessor; James T. Cobb, pioneer De Kalb County citizen and member of Wesley Chapel near Panthersville for over 40 years; Mrs. Henry W. Grady, widow of the noted orator and journalist.[37]

On April 26, 1901, at the Grunewald Hotel in New Orleans, there died of consumption, in his 39th year, one of the most unusual characters ever to reside in Atlanta.

Orth Harper Stein, journalist, poet and adventurer, was born of a good family in La Fayette, Indiana. A newspaperman at 18 on the *La Fayette Courier,* his articles showed dramatic vividness. Soon, however, he began to show signs of dissipation and exhibited a roving disposition. He went to Leadville, Colorado, where he did remarkable newspaper work under the name of "John Bell." Before leaving Leadville he developed an affinity for poker and is reported to have killed a man in a quarrel over a woman. He then drifted back to La Fayette, then to St. Louis, the far west, New England and to Baltimore. He was in the latter city about the time of the famous Whitechapel murders, and did some brilliant writing for the *Sun.* From Baltimore he went to Louisville where he did a stint on the *Courier-Journal.* Thence to El Paso, and after further wanderings he turned up in Atlanta during 1893 as an engraver for the *Constitution.*

In 1894, in Atlanta, he launched the *Looking-Glass,* a free-lance journalistic effort given to political and social gossip, much of which had best remained unprinted. The *Looking-Glass* folded in 1897, and Stein went to New Orleans, where he conducted a special column, "By the By," for the *Times-Democrat.*

Everywhere Stein went he made a definite impression. He was either cordially hated or warmly liked. Yet, in spite of his foibles, he could, on occasion, write sublime poetry.[38] The following, entitled *A Memory,* will illustrate:

1

"Last night as I leaned from my window,
High over the darkening street,
A song came floating upward,
Broken and incomplete.

2

The words were lost in the chasm
Where traffic rumbled and roared.
It was only the melody reached me,
But it pierced my soul like a sword.

3

What was it? God, I know not,
I stood with my lips apart,
While it slipped like sands escaping
From the troubled gossip of my heart.

4

What sorrow, dead and forgotten,
Haunted the variant strain,
We bury such things like paupers
In the potter's field of pain.

5

What delicate wraith of passion,
What ghost of the yesteryears—
'Twas something as sweet as kisses,
Something as sad as tears.

6

Rising only to vanish.
Baffling—yet half-revealed,
As a pang of the flesh may tell us
Where a wound has long since healed."[39]

NOTES—CHAPTER 79

[1] Now Maddox Park.
[2] Now James L. Key Municipal Golf Course.
[3] In Inman Park.
[4] Martin, *Atlanta,* II, 201-202.
[5] Street car and electric light franchises, primarily
[6] *Atlanta Constitution,* Oct. 4, 1900.
[7] *Ibid.,* Oct. 6, 1900.
[8] "Garrett's Necrology."

[9] As told to Franklin M. Garrett by John Ashley Jones on April 11, 1953. Mr. Jones, a friend and business associate of Major Mims was at the meeting where the incident occurred.

[10] *Atlanta Constitution,* Oct. 6, 1900; *City Directory,* 1901.

[11] *Atlanta Constitution,* Oct. 6, 1900.

[12] *Ibid.,* June 21, 1901; "Garrett's Necrology."

[13] Martin, *Atlanta,* II, 248.

[14] *Atlanta Constitution,* Oct. 27, 1901.

[15] *Ibid.,* Oct. 26, 1901.

[16] *Ibid.*

[17] *Annual Reports, City of Atlanta,* 1899, pp. 24-25.

[18] *Atlanta Constitution,* Oct. 10, 1901.

[19] *Ibid.*

[20] Martin, *Atlanta,* II, 246-247.

[21] *Ibid.,* 247. John W. Grant helped the city with a loan.

[22] City directories, 1900-1902.

[23] *Atlanta Journal,* Feb. 2, 1901.

[24] *Ibid.*

[25] *Atlanta Constitution,* Nov. 7, 1901; Jessie Folsom Stockbridge, "When Lion Took Curtain Call at Five Points," *Atlanta Journal Magazine,* Nov. 23, 1924.

[26] Erminie (Mrs. Oscar) Ragland, "The Founding of the Atlanta Tuberculosis Association and the Home for Incurables," *A.H.B.,* XIX (Oct. 1939), 256-262.

[27] Christ, after the Sermon on the Mount, said to His disciples, "Heal the sick. . . ." Matthew 10:8.

[28] The large brick Nelson home, surrounded by huge trees, was destroyed in the great Atlanta fire of May, 1917.

[29] Andrew Sparks, "New Georgia Baptist Hospital . . .," *Atlanta Journal Magazine,* May 21, 1950; city directories, 1901-1921.

[30] Miller, ed., *Atlanta,* 201-202.

[31] Charles F. Stone and Lee Fuhrman, *The Story of Dixisteel, The First Fifty Years, 1901-1951* (Atlanta, 1951), 14, *ff.;* Robert McKee, "Dream 50 Years Ago Made Atlanta Unique Steel Center," *Atlanta Journal-Constitution,* Dec. 28, 1952; Phillips' Map of Fulton County, 1872; city directories, 1901-1920.

[32] Candler, "De Kalb County," 21; Record of Postmasters, De Kalb.

[33] Floyd Clymer, *Treasury of Early American Automobiles, 1877-1925* (New York, 1950), 18.

[34] Alexander-Seewald Company, Dealer's Catalog No. 37, 1926; "When Atlanta Saw Its First Automobile," *Atlanta Journal Magazine,* Sept. 2, 1923.

[35] "Garrett's Necrology."

[36] *Atlanta Constitution,* Nov. 12, 1901.

[37] "Garrett's Necrology."

[38] *Atlanta Constitution,* Sept. 11, 1891, Apr. 27, 1901.

[39] Quoted, "In Crackerland with Ralph Smith," *Atlanta Journal,* May 1, 1934.

CHAPTER 80

1902

LIVINGSTON MIMS continued in office as Mayor during 1902, but as usual the oldest half of council, by seniority, retired, and an equal number of new members were sworn in as the year started. The new aldermen were former Mayor James G. Woodward, wholesale grocer William M. Terry, and Dr. Thomas D. Longino.

New councilmen were:

First Ward—John H. Harwell, grocer.
Second Ward—Courtland S. Winn, lawyer.
Third Ward—James E. Warren, lawyer.
Fourth Ward—J. Frank Beck, manager, Troy Laundry.
Fifth Ward—Irving F. Styron, grocer.
Sixth Ward—James L. Key, lawyer.
Seventh Ward—Evan P. Howell, retired.[1]

Of the new councilmen, three, Messrs. Winn, Key and Howell, were to be future mayors of Atlanta. Indeed, Captain Howell resigned September 15, 1902, to campaign for the office. He was succeeded by Burgess Smith, proprietor of the Southern School Book Depository.

Ministerial officers for the year were: attorney, James L. Mayson; assistant, W. P. Hill; clerk, W. J. Campbell; comptroller, J. H. Goldsmith; commissioner of public works, H. L. Collier; marshal, R. E. Riley; engineer, R. M. Clayton; tax collector, E. T. Payne; recorder, Nash R. Broyles; treasurer, T. J. Peeples; health officer, J. P. Kennedy; tax assessors, J. H. Ewing, J. L. Harrison and C. D. Meador.[2]

Joseph Hirsch served as Chairman, Board of Trustees, Grady Hospital; Dr. W. C. Jarnagin as President, Board of Health; George Hillyer as President, Board of Water Commissioners; Hamilton Douglas as President, Board of Education, and Captain J. W. English as Chairman, Board of Police Commissioners.[3]

The election of 1902 produced no changes in Fulton County's official family, and only two in De Kalb. In the latter county, E. O. Reagin succeeded C. H. Tally as sheriff, and T. C. Robertson succeeded R. E. Jones, coroner since 1891.[4]

Decatur, incidentally, in December, 1901, had finally voted to have public schools. After two previous defeats, a referendum for public schools won approval of two-thirds of the town's 146 registered voters.[5] Atlanta's public school system was already three decades old.

Three candidates entered the field in 1902 to succeed Georgia's governor, Allen D. Candler. They were Joseph M. Terrell, of Meriwether County, then attorney-general and before that a member of the legislature; J. H. Estill, of Savannah, publisher of the *Morning News* of that city, and DuPont Guerry, a leading Macon lawyer and a former state legislator. Terrell was elected, and on October 25, 1902, was inaugurated before the general assembly in Atlanta.[6]

SIX WEARY PRISONERS IN PALATIAL BASTILE

The above headline from the *Atlanta Journal* of January 31, 1902, informed its readers that the new Atlanta Federal Penitentiary was open for business. Continued the *Journal:*

"Government prison opens its doors and has a house warming. Desperate men coming soon from Sing Sing. A giant coffee pot and accommodations for 1,200 men are at disposal of a half dozen.

"Fourteen officials are guarding six convicts at the Federal Prison today, Uncle Sam's newest penitentiary, and the finest institution of its kind in the world.

"There are hundreds of barred windows, the 370 cells, the great kitchen, the electric light plant, the laundry, the heating plant, the elevators, the storerooms, the hospital, the immense dining hall, the auditorium, the record rooms, the ice factory, the engine room, the tailor shop, the barber shop, the prison physicians, the night captain, the engineers, the chief clerk, the deputies, the assistant deputies, the warden—

"And six lonesome prisoners!

" 'Hit sholy wuz lonely las' night!' muttered old Caesar Davis, in his querulous voice, as he swept the floor of the cell room.

"The prisoners entered the institution yesterday afternoon, six of them, two white and the rest negroes. The first man, now known as No. 1, was Handy Middlebrooks, of De Kalb County, sent up for three years for counterfeiting. This negro has the distinction of being the first guest in the government's new and palatial hotel.

"The other men are G. W. Clark, five years for offending the pension law; Caesar Davis, a negro, 15 months for the same offense; R. D. Stallings, five years for counterfeiting; John Sanford, three years for robbing a post office; J. H. Henson and Oscar Bishop, 15 months each for making moonshine whisky.

"Four additional prisonsers are expected from Florida tomorrow, and several parties are about to start from other sections, including a number from Columbus, Ohio, and Moundsville, West Virginia. A party of 21 dangerous convicts have started from Albany, New York, and will be joined at Jersey City by 12 or 15 from Sing Sing. This Albany crowd is regarded as very dangerous. They are coming with a number of guards in a through coach with doors removed from their hinges and windows in the toilet rooms barred. By the end of next week there will probably be 150 convicts at the prison.

"The six prisoners now on hand are hard at work scrubbing floors, washing woodwork and assisting the workmen in putting the big building in readiness.

"No distinction is made at the prison between short and long term prisoners, and the six occupied cells on lower tier A last night all near each other.

"The men seem exceedingly pleased with their new quarters and say the fare is much better than they have had heretofore in their prison homes, while the accommodations are greatly superior. For instance, here is the menu at the prison today:

"Breakfast: Sausage, grits, bread and butter, molasses, coffee.

"Dinner: Rib bacon, mashed potatoes, peas, corn bread and white bread.

"Supper: Bread and butter, hominy, molasses, coffee.

"A trip through the prison this morning seemed to amply bear out the pride of Warden Samuel A. Hawk in his institution.

" 'When this prison is completed,' he declared, 'it will be the very finest institution of its kind in the whole world. This is No. 1 of its class.' "

The Atlanta Federal Penitentiary had its inception a few years before, when Georgia Congressman Leonidas F. Livingston was largely instrumental in securing the prison for Atlanta.[7]

On the morning of April 18, 1899, U. S. Attorney-General John W. Griggs, accompanied by St. Louis architect William S. Eames, arrived in Atlanta for the purpose of inspecting various sites offered for the prison. Among the sites were the Central Railroad property, west of the tracks between Fort McPherson and East Point; the Conley property nearby; the Perkerson tract, south of Fort McPherson and east of the Central Railroad; the old waterworks property at Lakewood; the Hill tract on the W. & A. Railroad; the Mayson tract near Belt Junction at the intersection of the Southern and Seaboard railroads; the Houston tract, in De Kalb County between Decatur and the Seaboard Railroad; the Lyon property near Bolton, and the Dickey tract, fronting McDonough Road and the Southern Railway to Macon.[8]

Of these various properties, the Central Railroad property and the Dickey tract received the most serious consideration of the Messrs. Griggs and Eames during their visit. They departed on April 19th to ponder the matter.[9] Later in the year the Dickey tract on McDonough Road was decided upon and purchased. By Legislative Act, approved December 5, 1899, the State of Georgia ceded to the United States of America, jurisdiction over the 300-acre tract selected for, and now occupied by, the Federal Penitentiary.[10]

Since the January day in 1902, when six prisoners spent their first lonely night in Atlanta's Federal prison, the institution has grown mightily, both in physical size and number of inmates. The big gray structure has become a local landmark. It is the largest of the government's 30 penal institutions. The population now averages some 3,000 inmates and approximately 200 guards and officials.

The east and west wings were added to the original central main building in 1915 and 1918, respectively, and were constructed of Stone Mountain granite cut by prison labor. The great prison wall, enclosing 28 acres, was, when built in 1908 and 1909, the largest reinforced steel-and-concrete structure in the world. It is 4,178 feet long, between 28 and 37 feet high, and from 2 to 4 feet thick.

Within the prison walls are a duck mill and related industrial plants, making canvas for government mail sacks. Several hundred prisoners are employed in maintenance activities and shops. A hundred prisoners can be accommodated in a well-equipped hospital, and inmates who have not completed the third grade are required to attend school. A prison library contains some 20,000 books and many current newspapers and magazines. An inmate publication, *The Atlantian,* is recognized as one of the finest prison publications in the world.

Two honor farms, one on the prison grounds, and the other near Panthersville, in De Kalb County, comprise some 1,500 acres. Prison labor is taught to employ modern agricultural methods. Indeed, the honor farms provide all the milk and pork products, as well as the major portion of the produce, consumed at the penitentiary.

Over 60,000 men have served time in the Atlanta penitentiary since it was opened. Few, however, have left any records except their finger prints and Bertillion measurements in the office files. "Dutch" Anderson became a legendary figure when he tunneled under the prison wall in an attempt to escape, and his partner in crime, Gerald Chapman, with better luck, did make a successful escape. Little is remembered of Al Capone's stay there. And most people have forgotten that presidential candidate Eugene V. Debs and Nathaniel Hawthorne's son, Julian, were once inmates.[11]

To the rear of the prison, on a wooded knoll across the Southern Railway tracks, rest some 175 former inmates, whose lives closed while serving time, and whose bodies were never claimed by relatives or friends. Each grave in this, the prison's God's acre, is marked with a substantial stone slab, bearing the dead man's name, his age, prison number, death date and place of residence before confinement. Many of the stones indicate that the deceased prisoner was committed from the former Indian Territory.[12]

On January 1, 1902, the city added 25 policemen, bringing the total force to 150. It is certain, however, that the addition was made without any premonition of what was to happen come May 17th. That day witnessed the bloodiest local gun battle since Confederate and Federal armies faced each other at Ezra Church 38 years before.

The "Pittsburgh Riot"[13] had its inception during the early evening hours of May 16th, when former policeman Samuel A. Kerlin, of 352 South McDaniel Street, was set upon. The ex-officer, out for a walk near his home, was attacked by a gang of Negroes headed by Will Richardson. As Richardson approached Kerlin, he scowled and then said:

"God-damn you! You put me in the chain gang, and I'm going to kill you!"

Kerlin, unarmed, retreated up the McPherson Barracks car line along University Avenue from McDaniel Street, fending off stones and knife thrusts as best he could. Fortunately, a street car came by and the motorman, seeing trouble, stopped. Two soldiers jumped off. About the same time county policeman George Heard and bailiff Ed Battle, having heard Kerlin's cries for help, came up. The Negroes ran, but fired at the officers, striking Heard in the right arm.

Richardson took refuge in a store at the corner of McDaniel and Amy streets, locking himself securely within. The officers approached the store, but a shot warned them that Will Richardson was a desperate man. It was determined to watch the house in the expectation that Richardson would eventually come out. The officers drew closer to the store. Ed Battle stood on Amy Street directly across from the store. Suddenly a rifle shot rang out, and the bailiff sank to the street dead, with a bullet in his neck.

By this time a crowd had commenced to gather and other county policemen had arrived to assist, the site being just outside the then city limits. City police were dispatched to the scene. Just at daybreak county policeman Hugh J. Ozburn was standing at the corner of Amy and Smith streets watching the house, when Richardson's rifle again rang out. Ozburn dropped with a bullet in his head. The officers became furious. A fusillade of the store began, but it resulted in nothing but noise and smoke.

At this point a Negro carrying a shot-gun emerged from the store. He was immediately covered and captured. Giving his name as Henry King, he said that Richardson had forced him to come into the store. It was then decided to fire the store and King was elected to do the job. He managed to start a blaze at one corner of the building. Directly after smoke of the fire began creeping up the side of the store, city policeman Tom Grant fell. He was standing near McDaniel Street in a vacant lot when he was seen to throw his gun from him. He had been shot in the head by the deadly marksman inside the store.

An immense crowd had now collected. Fulton Sheriff John W. Nelms, Atlanta Police Chief John W. Ball, and Police Commissioner W. O. Jones were on the scene, all of whom had close calls from Richardson's Winchester. City policeman Edward Crabtree and county officer W. A. Wright took a stand on the porch of a vacant house on Amy Street. As the former peered in the direction of the burning store, Richardson fired again. Crabtree fell dead with a bullet in his mouth. A second shot winged Wright in the shoulder, inflicting a mild wound.

That was the desperado's last shot. Shortly afterward he was either shot to death or so severely wounded that he could not leave the burning store. At any rate, when the embers had cooled sufficiently to permit inspection, his dead body, charred beyond recognition, was found.

Three policemen, one citizen and two Negroes had died, five men had been wounded, and a city block lay in ashes before the "Pittsburg Riot" ended. Only a fervent plea by Sheriff Nelms prevented the enraged crowd from laying waste the entire neighborhood.[14]

It is reasonably certain that no visitor to Atlanta has ever asked so many questions in so short a space of time as His Excellency Wu Ting-fang, Chinese Minister to the United States, who arrived in town on May 29, 1902, less than two weeks after the "Pittsburgh Riot."

Minister Wu, accompanied from Milledgeville by his secretary, Mr. Chong, and the Messrs. H. H. Cabaniss, J. R. Nutting, Dr. W. S. Elkin, F. J. Paxon, A. A. Meyer, and T. J. Day, Carnegie Library trustees, stepped from a train at the Union depot and immediately inquired: "Is this your union depot? How long has it been here?" Owing to the condition of the carshed, no one answered, and Wu was hastened across the street to the Kimball House. No sooner had the Minister been seated in a parlor at the hotel than he fired a series of questions at his hosts:

"Who owns this hotel? A corporation or an individual? How many rooms has it? Are they all full? Do people live here all the time? Who is the manager? How much does he make? How many servants has he? How much does he pay them? Are they white servants or colored servants? Are there any more hotels as big as this? How many stories has this hotel? How long has it been built? How much did the carpet on the floor cost? What time do they have dinner? Have you any tall buildings here? How many stories is your highest building?"

Before all the questions could be answered Mayor Mims was presented. "I am glad to welcome you to Atlanta, Mr. Minister."

"This is Mayor Mims is it?" said Mr. Wu. "I have heard of you before. I hear Mr. Cabaniss is to succeed you. Where is your city hall?"

After a while the Minister was conducted to his room and allowed to rest until 4:30 P.M. Later in the afternoon he was taken to the Piedmont Driving Club. That evening he lectured at the Grand Theater, his subject being, "New

Civilization as Compared to the Old." The lecture was for the benefit of the Carnegie Library. Following the exercises at the Grand, Minister Wu was driven to the Kimball House where a banquet was served in the breakfast room of the hotel. It was a jolly occasion. Mr. Wu entered heartily into the affair, so heartily, in fact, that during the banquet he spent much time in picking his teeth with a huge quill toothpick which he extracted from one of the capacious pockets of his vest. Talks were made on this occasion by J. R. Nutting, H. H. Cabaniss, Rev. C. B. Wilmer, Rev. H. S. Bradley, Dr. W. W. Landrum, Rabbi David Marx, Clark Howell, J. G. Oglesby, J. K. Orr, and the honor guest.

The next morning, May 30th, a reception was tendered to Mr. Wu at the newly opened Carnegie Library. Miss Anne Wallace, librarian, was in charge of the affair, being assisted by the graduating class of Girls' High School. The Minister was astonished at the constant stream of pretty women and expressed his astonishment in his own peculiar way, that of interrogation. One pretty girl was thrown into a complete state of confusion by the following barrage:

"How long have you been pretty? Do you know that you are good looking? Has any young man told you that you are good looking? Are you married? Why are you not married? Why don't you want to be married?"

When a well-known woman was presented Mr. Wu said:

"You are the richest woman in town."

The lady looked uncomfortable.

"No, I am not," she said.

"Yes, you are," Wu persisted. "I remember passing your house yesterday and they told me that the person who lived in that house was the wealthiest in town."

After lunch at the Capital City Club, Minister Wu and his secretary departed for Washington, many of his questions still unanswered.[15]

Saturday, February 8, 1902, brought peace to Atlanta and witnessed the end of a public utility war dating from the middle 1890's between Joel Hurt and Harry M. Atkinson and their respective street car, electric light and steam heating interests.

The war had raged in the arenas of politics, law and finance, the lawyers and politicians playing as important a part as the financiers. The fight went on in City Council for franchises; in the condemning of rights to use the same tracks for certain distances; in the newspapers; through injunction suits in the courts; in the cutting of rates, and, generally, with all of the weapons used in this kind of warfare. The air was full of propaganda and each tried by every art to rouse popular prejudice against the other side. In this fight Mr. Hurt, though longer in the field, was at an initial disadvantage.

Prior to the Cotton States and International Exposition of 1885, street-car fares were five cents. When the exposition was planned there were no street-car lines extending to the grounds. Mr. Hurt extended his lines to the exposition grounds and charged a fare of ten cents. This aroused great popular resentment against Mr. Hurt, who was accused of taking advantage of a public enterprise inaugurated for the public benefit by the underwriters of the enterprise.

Mr. Atkinson, a son-in-law of Richard Peters, father of street railways in Atlanta, had, up to this time, been primarily interested in electric light and power facilities. In 1890 he had acquired control of the Georgia Electric Light Company of Atlanta. The next year he organized the Edison Electric Illuminating Company, which held the right to use the Edison system of electric lighting in Atlanta. He then merged the two companies under the name of the Georgia Electric Light Company and built a steam electric generating station on the present site of the Georgia Power Company's Davis Street plant.

A letter written by Atkinson on December 8, 1892, to J. H. Goldsmith, city comptroller, sets forth the electric light situation. It stated:

> "As you know the company [Georgia Electric Light Co.] started off on the first day of January under a new organization and management, and is, in fact, an entirely different company from the one that furnished the city with lights prior to January 1, 1892.
>
> "A great deal of money has been spent for rebuilding all the [street] lights. The station where the current is generated is entirely new. . . . We have installed in that station about 1800 horsepower in steam power and have in course of erection another engine of 800 horsepower. . . .
>
> "On the first of the month we had in use for the city 305 arc lamps of 2000 candle power and 614 incandescent lamps of 65 candle power. . . . We keep three wagons going all night, every night in the year, to attend to the city lamps and see that they burn properly."

During the rest of the decade, the electric service was operated only on a part-time basis, from 4:30 P.M. until daylight. It was not until March, 1900, that the company applied to the city for permission to give 24-hour service, asserting "a very large demand has sprung up for light and power during the hours of daylight."

It was also in 1900 that steam heat service to larger buildings in the downtown section was inaugurated. This was made possible by improvements in steam electricity generating plants, which afforded a surplus of steam.

Meanwhile, the Atkinson and Hurt interests had become arch rivals in the street railway field. Mr. Hurt, it will be remembered, had formed the Atlanta Consolidated Street Railway Company in 1891 by combining a number of mule-car, dummy and electric lines.

Later in the decade Atkinson and associates acquired the Collins Park and Belt Railroad Company, owners of the River line, and changed its name in May, 1900, to the Atlanta Rapid Transit Company. During that year and in 1901 this company constructed other lines to Decatur, to the Piedmont Driving Club, to Lakewood, to Grant Park, and the Forrest Avenue line.

It had been 30 years since Richard Peters and Colonel George W. Adair established Atlanta's first street car line. During the generation that followed eight different street railway systems were built, but the process of absorption and consolidation had reduced them to two in 1901.

Competition between the companies was not only keen, but exceedingly bitter. City Council was constantly confronted with applications for franchises and rights of one sort or another from both sides. Mr. Atkinson's objective was the consolidation of both street car companies with his electric light and power interests.

Into the contest, from 1895 on, were drawn the most prominent politicians, newspapermen and lawyers of the city. Representing Mr. Hurt were General Clifford L. Anderson, Nathaniel J. Hammond and other leading barristers. Drawn up on the Atkinson battle lines were Brandon and Arkwright, Rosser and Carter, John L. Hopkins and Sons, and King and Spalding.

During the course of the fight seventeen injunction suits were filed in the local courts. These cases were fought out with a professional ability commensurate with the great interests at stake. Mr. Atkinson's side in the local courts was handled largely by Alexander C. King, Luther Z. Rosser and Charles T. Hopkins. Matters in council were generally in the hands of Morris Brandon and the Messrs. Hopkins and Rosser. Jack J. Spalding was in charge of publicity and the preparation and handling of communications to the papers and, with Preston Arkwright, usually led in hearings before the Railroad Commission.

Mr. Atkinson's staff of attorneys met with him daily in an office over the old Merchant's Bank on East Alabama Street. They went over the whole situation, planned each move, assigned the various tasks among themselves and each carried out his assigned part of the battle strategy. The campaign headquarters of the Hurt interests centered in his office in the Equitable Building and in the offices of General Anderson and of William T. Moyers in the same building. The activity here was equally intense.

Thus the fight went on until early 1902, when Samuel M. Inman and Thomas Jefferson Cooledge, a Boston banker and a great-grandson of Thomas Jefferson, negotiated a settlement by which the Atkinson interests, backed by the Old Colony Trust Company, bought out the Hurt interests. These interests centered largely in the Atlanta Railway & Power Company, of which Ernest Woodruff was president. This company was the successor to the Atlanta Consolidated Street Railway Company which Mr. Woodruff had also served as vice-president and general manager.

Joel Hurt retired from the local public utilities field and on January 28, 1902, all electric and street railway facilities were consolidated, and the Georgia Railway & Electric Company, a predecessor of the present Georgia Power Company, came into being.[16]

One more hurdle remained—approval by the mayor and council of Atlanta. This came on February 8, 1902, when council adopted an ordinance, approved by Mayor Mims, which allowed the companies to consolidate. The ordinance provided for the following terms of payment:

> "Payment to the city of $50,000 within 30 days of the consolidation.
>
> "The combined company to pay the following yearly percentages: For the first three years beginning with 1902, one percent per annum of its receipts in and without the city of Atlanta; for the following 20 years two percent per annum of said receipts, and thereafter three percent per annum of the said receipts.
>
> "These payments to be in lieu of all charges and taxes except ad valorem taxes, paving charges and bridge rentals."[17]

Extolling the role of Joel Hurt as "Peacemaker" in the street car row, the *Journal* commented on February 10, 1902:

> "The settlement of the question of consolidation of the public utility corporations was brought about by the effort of Joel Hurt, the former street railway magnate, who acted as intermediary between Mayor Mims and Mr. Atkinson. He was later ably assisted by Captain E. P. Howell.
>
> "It was Mr. Hurt who first succeeded in securing the agreement of Mr. Atkinson to an amendment of the two sections of the consolidating ordinance

and who secured the agreement of Mayor Mims to act favorably upon the ordinance in the event that Mr. Atkinson agreed to have the sections amended. This all occurred on Friday afternoon [February 7] and it was then known that the settlement would be effected.

"The following morning, which was Saturday, Captain Howell saw both Mr. Atkinson and Mayor Mims. He then called together his committee for the purpose of submitting the amended sections to them. Before calling the committee [of Council] together he had the amendments put in writing.

"Both gentlemen are entitled to the fullest credit, say those who have been interested in the matter, for their work in bringing about a settlement, and but for them it is probable that the mayor would have vetoed the ordinance, which would have prolonged the fight for several weeks and maybe months.

"Mr. Atkinson this morning consented to make a statement for publication regarding the manner in which the agreement was reached. . . .

"The way it was brought about," said Mr. Atkinson, "was as follows: Late last Friday evening Mr. Joel Hurt asked me to meet him at his office. Upon my arrival Mr. Hurt stated that he thought he could bring about an agreement between the mayor and me on the question of the consolidation ordinance, which was then pending before the mayor for his approval or veto.

"Mr. Hurt then suggested the two amendments which were adopted the next day and said he thought that if I would agree to them the mayor would agree to them also; would call a meeting of the council the next day to adopt them and would approve the ordinance as thus amended. He urged me in the interest of harmony to agree to them and I consented.

"Mr. Hurt immediately afterward called on Mayor Mims at his residence and subsequently telephoned me that the mayor had also agreed to the amendments and would call a meeting of council as soon as it could be done to act upon them, and would approve the ordinance as thus amended.

"The next morning the mayor sent for Captain E. P. Howell and submitted the matter to him. Captain Howell then called the committee to meet immediately in the mayor's office and also arranged for a meeting at the same time between the mayor and myself and the committee.

"The matter was then brought to a conclusion as has heretofore been published.

"Mayor Mims this morning made a statement regarding the consolidating ordinance.

"You may say for me," he said, "that I am not satisfied with the settlement. I do not think that we have secured enough for the city. That is my official opinion. Personally, I am so glad that the whole thing is out of the way that I do not know what to do. I am very glad, indeed, but I wish we could have had more."

The committee of council concerned with the consolidation ordinance was composed of Councilman E. P. Howell, chairman; Aldermen M. T. La Hatte, W. M. Terry, James G. Woodward and T. D. Longino, and Councilmen John C. Reed, James E. Warren, J. Frank Beck, Henry F. Garrett, S. C. Glass and James L. Key.[18]

With the settlement of the matter, competition as a factor in fixing the rates of street railway transportation and elecric lighting in Atlanta was at an end.

Some of the benefits accruing from the consolidation were the creation of a great service for light and power; the granting of transfers from one streetcar line to another; stabilization of fares and rates, and the reaching of a great deal of additional territory by the extension of lines which possibly would never have been made by competing companies less largely financed.

The newly created Georgia Railway & Electric Company opened for business at 24 East Alabama Street, with H. M. Atkinson as chairman of the board; Preston S. Arkwright, president; G. W. Brine, vice-president and treasurer; D. A. Belden, vice-president and manager of railways; J. G. Rossman, vice-president and manager, electric department, and Thomas K. Glenn, vice-president and secretary.

Original directors of the company were: Thomas Jefferson Cooledge, Jr., C. R. Spence, H. M. Atkinson, Judge John L. Hopkins, Dr. A. W. Calhoun, Walker P. Inman, Frank E. Block, J. C. Hallman, Robert D. Spalding, Eugene P. Black, Albert E. Thornton, Anthony Murphy, Robert F. Maddox, Thomas Egleston, and Preston S. Arkwright.[19] Of this distinguished group only Mr. Maddox remains, he having served continuously as a director to the present time, with the exception of his two-year term as mayor of Atlanta in 1909 and 1910.

Under the Georgia Railway & Electric Company and its successor companies, the street railway system was revamped from time to time. Duplicate and unprofitable lines were abandoned. Extensions were made to supply needed service to suburbs and outlying areas—to College Park in 1902, Hapeville in 1906, and Buckhead in 1907, for instance.[20] Closed platform and air-braked cars became the rule rather than the exception. The little four-wheeled "gulley-jumpers" gradually gave way to eight-wheeled double-trucked cars.

Street railways reached the crest of their popularity in 1926, after which time the greatly increased use of private automobiles tended to reduce the number of passengers.[21]

Indeed, it was during 1926 that rubber-tired vehicles sounded the first faint death knell for the steel-wheeled street car. Supplementary bus service was inaugurated that year. On March 15, 1936, gasoline buses were substituted for street cars on the Pine Street-Cooper Street line. The first trackless trolley service was begun on June 27, 1937, in lieu of street cars on the East Point-College Park line.[22]

From that time on substitutions were rapid. The last street car rolled out Peachtree Street on Sunday, March 9, 1947; on the North Decatur line, Sunday, November 12, 1948.[23]

Finally, it came time for the last street car run in Atlanta. The event was described by Dudley Brewer in the *Constitution* for Monday, April 11, 1949:

"Flat wheel and all, the last street car ran on Atlanta's streets early yesterday morning, and an era ended.

"It was in the small hours, when most street car riders are sound asleep, but there was a goodly crowd aboard with Operator John M. Harbin, oldest man on the River Line. It wasn't a crowd of revelers though. It was a rather quiet, reflective crowd, obviously sentimental folks who thought it worth while to stay up all night just to ride a street car for the last time. . . .

"Most of the people got on at Butler barn because they didn't want to miss a single screech of wheels and rails. There were Fulton County Commissioner Jim Aldredge and former Commissioner Charlie Brown. There were people who have been riding street cars for years and now are riding the gleaming trackless trolleys—folks who make a city.

"Operator Harbin held his hand over the fare box, so its fiscal tone was silent. Otherwise it was pretty much the same as street car rides have been for years, except for all the picture taking and the thoughts the passengers were thinking. For some reason they didn't say a whole lot.

"Quite a few men besides Operator Harbin took the controller and ran street car Number 897. The first was policeman David Smith, who boarded her at Five Points and ran her one block to Broad Street just to say he had done it. Transportation superintendent M. F. Jones of the Georgia Power Company, and manager John Gerson were others to make a final run at the wheel.

"There were romantic memories for some of those aboard. Mr. and Mrs. Charles H. Vaughn were riding for no other reason. True, he's a bus operator for the Georgia Power Company, but he and his wife were taking the trip because 25 years ago, when he was a conductor on the old Oglethorpe line, they fell in love on the street car. They met in January and married in June.

"Mrs. Johnnie Forman, operator Harbin's daughter, and her husband were along.

"At Riverside, where the last run turned around, more passengers came on, deserting the next to the last car just ahead.

"Back downtown there was some singing of *The Last Roundup* and *Auld Lang Syne*. As the last street car bumped up Broad and then Peachtree to Houston on its final weary way to the barn, the policeman on the corner turned to wave goodby and the waitresses stood outside the all-night restaurant to watch 897 pass. At Butler barn all got out to watch them run her in on an empty track."

An era spanning 78 years had indeed ended.

Where are Atlanta's street cars today? The bodies of many were sold for use as hotdog stands, hunting lodges and tourist cabins. Some of these may be seen, resting peacefully beside the various highways near the city. Others, rebuilt and refurbished, were sold to Frank M. Judge & Co., Inc., of New York, dealers in transportation equipment, and are proudly hauling passengers in various American cities, in Australia, South America and other far-away places. It takes a good street car an awfully long time to wear out.[24]

At the time of the formation of the Georgia Railway & Electric Company in 1902, the electric business consisted principally of street lighting, the lighting of business houses and residences in the central part of the city, the supplying of current for operating the street cars and a few small motors in manufacturing establishments and motors for operating elevators in office buildings.[25]

Up to 1910, the electric iron was about the only electrical appliance, other than lamps, used in the home. Vacuum cleaners, followed by percolators, washing machines, radios, refrigerators, electric ranges, electric clocks and water heaters have all come into use since 1910, and most of them since 1920 in about the order named.[26]

It remained for hydro-electric development to bring electricity into everyday and universal use. Such development began in Georgia with the organization, on May 16, 1901, of the North Georgia Electric Company, formed to construct a power plant on the Chattahoochee River near Gainesville, now known as the Dunlap plant. This plant is the oldest in Georgia, and the company was the oldest of the constituent or ancestor companies of the original Georgia Power Company.[27]

In March, 1902, Jack J. Spalding and Forrest Adair, together with C. Elmer Smith, of York, Pennsylvania, organized the Atlanta Water and Electric Power Company. Its purpose was the building of an hydro-electric development at Morgan Falls on the Chattahoochee, some 17 miles north of Atlanta. This development, now known as the Bull Sluice Development of the Georgia Power Company, was completed and placed in operation in 1904. Before this, however, in July, 1903, the Georgia Railway & Electric Company had contracted for the entire electrical output of the Atlanta Water & Electric Power Company from its Morgan Falls plant. This contract increased the available supply of power of the former and made good the investment of the latter company. The power from this plant was the first hydro-electric power used in Atlanta.[28]

Soon after completion of the Morgan Falls development, the Central Georgia Power Company was organized in 1907 to develop water power on the Ocmulgee River, 43 miles south of Atlanta. Its headquarters were in Macon. It completed the Lloyd Shoals development in 1911. A subsidiary company built a transmission system linking it with Atlanta and several other cities in addition to Macon.

Meanwhile, preparations for a third extensive water power development got under way. In 1908, a company called the Georgia Power Company was organized by C. Elmer Smith of York, Pennsylvania, in association with Canadian and other interests under a charter granted by the Superior Court of Hall County, Georgia. This company had as its intended base of operations Tallulah Falls, on the river of that name in Rabun County. It undertook the construction of the Tallulah Falls plant and also acquired the properties of the North Georgia Electric Company, previously referred to.

Before the completion of this project, its backers began to suffer from lack of sufficient capital. Indeed, by 1911 the future of Mr. Smith's Georgia Power Company seemed most uncertain. At the same time the business of the Georgia Railway & Electric Company and the demand for power in the territory served by it had increased to such an extent that it was faced with the necessity of availing itself of additional sources of power.

Consequently, H. M. Atkinson and Jack J. Spalding undertook a consolidation of these and other properties which involved drawing capital from Toronto, Boston, Philadelphia and Atlanta. The necessary parties were brought together and negotiations followed.

There was great opposition to the proposed consolidation, especially the development of Tallulah Falls, upon the ground that the scenic beauty of the Falls would be destroyed. This opposition was largely inspired by Mrs. Helen Dortch Longstreet, widow of General James Longstreet, who fought the company before the Legislature, in the courts and before the Railroad Commission. She secured the passage of an Act through the Legislature directing the State to test the title of these consolidated companies to the water rights and the property along the Tallulah River. The case brought under this Act was tried in Rabun County and resulted in a verdict in favor of the consolidated companies, which practically ended the fight.

It was a spectacular fight while it lasted—in the newspapers, in the legislative halls, in the courts, and before the Railroad Commission. The Messrs. King and Spalding received a fee in stock from the consolidated companies amounting to a million dollars, which they afterwards sold at par—perhaps the largest fee ever received by a law firm in Georgia.

The people of Atlanta and of Georgia are certainly not lacking in their appreciation of natural beauty, and while they often stood in wonder and awe beside the tumbling torrent of Tallulah, the Terrible, there can be no doubt but that Tallulah shining in the streets of Atlanta, lighting her homes and turning the wheels of industry, not only here but in the other cities and in the rural sections of Georgia, is performing a service as beautiful as when her waters roared down the steep precipices of Tallulah Gorge.[29]

The consolidation of the various power companies took effect in October, 1911, when the Georgia Railway & Power Company was organized with H. M. Atkinson as Board Chairman and P. S. Arkwright as President. This company completed the Tallulah Falls project during 1913 and 1914. It leased all the properties of the Georgia Railway & Electric Company and bought the Morgan Falls development from the Atlanta Water & Electric Power Company. These new operating and financing arrangements were completed early in 1912.[30]

Other important steps during this period included completion of Lake Rabun reservoir in 1915, and Lake Burton, Georgia's largest storage lake, in 1919.

Prior to the consolidation, the company occupied its present Marietta Street headquarters in March, 1906. The extension of the building through to Walton Street was made in 1908.

After the first World War came a still larger demand for electrical service and, between 1924 and 1927, a chain of hydro-electric plants was constructed in North Georgia, including the Tugalo, Terrora, Yonah, Nacoochee and Burton plants.

From 1912 to 1927, the Georgia Railway & Power Company was largely a regional institution, serving the Piedmont section of Georgia. During the latter year and in 1928, through consolidation of the Atlanta, Athens, Macon, Rome and Augusta power and street railway systems, a new organization taking the name of the Georgia Power Company, with Atkinson continuing as board chairman and Arkwright as president, was formed. The area served was enlarged again in 1930 when the company acquired the utility properties in Columbus and a number of other south Georgia communities.

In more recent years the company has engaged in a huge building program to balance its hydroelectric generating facilities with steam power plants which are not affected by weather conditions and can operate at full speed during periods of drought. The first 100,000-horsepower unit of Plant Atkinson, named for Board Chairman Atkinson, and located on the Chattahoochee at Bolton, was placed in service in 1930. A second unit of the same size began operating in September, 1941, making Plant Atkinson the largest electric generating station in Georgia. Another big steam-generating station, Plant Arkwright, named for President Arkwright, and located near Macon, began operation with 60,000-horsepower capacity, in June, 1941. It has since been enlarged.[31]

In June, 1950, the Georgia Power Company sold the Atlanta Street railway system to the Atlanta Transit Company, an organization headed by Jackson P. Dick, as board chairman and Leland E. Anderson, as president. The former, previously an official of the Georgia Power Company, is the son-in-law of the late H. M. Atkinson.

Mr. Atkinson, founder of the Georgia Power Company, served as board chairman of that company and its predecessors until his death in 1939. The position remained vacant until May 15, 1945, when Preston Arkwright, president since 1902, moved up, and was succeeded by William E. Mitchell, ranking vice-president for a number of years.

Mr. Arkwright, a native of Savannah, and a son-in-law of the late Governor Alfred H. Colquitt, died on December 2, 1946. He was one of Atlanta's best and most public-spirited citizens, beloved alike by his peers and by those who called him "the boss." He received the Chamber of Commerce's "Certificate of Distinguished Achievement" in 1941, which cited him as "citizen, builder, humanitarian." In 1937 he was designated "First Citizen" and awarded a silver cup by the old *Atlanta Georgian* for his outstanding services to Atlanta and Georgia.

Upon the resignation of Mr. Mitchell as president of the company, on February 18, 1947, Preston S. Arkwright, Jr., like his father, an able lawyer, succeeded to the office. His term was cut short by his untimely death on November 6, 1947. Five days later Clifford B. McManus became president, and the late Daniel MacDougald was elected board chairman, a position vacant since the senior Mr. Arkwright's death. In January, 1951, Mr. McManus resigned to devote his full time to the presidency of Georgia Power's parent, The Southern Company. On January 18, 1951, Harlee Branch, Jr., a brilliant young Atlanta lawyer assumed the presidency of Georgia Power, Georgia's largest taxpayer and citizen throughout the State it serves so well.[32]

During the early morning hours of Tuesday, December 9, 1902, the central business district of Atlanta was threatened with destruction when the entire block of buildings on the west side of Peachtree Street between the viaduct and Marietta Street burned. When the flames were finally brought under control, Numbers 2-4-6-8 and 10 Peachtree, including the old National Hotel building, on the present side of the Arcade were in ruins. Likewise destroyed were Numbers 2-4-6-8 and 10 Marietta Street, including the five-story Norcross Building, then owned by Captain J. W. English and now the site of the First National Bank. The Marietta Street frontage also involved the Williams Hotel and Jacob's Pharmacy. There were no casualties, although property damage came to $325,000.[33]

The fire started about 4 A.M., in the basement of the Snook & Austin Furniture Company, facing Peachtree just south of the Norcross Building. It spread rapidly, helped along by a high wind, but was gotten under control by 7 A.M. The intense heat broke the front windows of the Peters Building across the street, and flying embers descended upon the Kimball House. Manager J. E. Hickey, of that famous hostelry had all the guests awakened, and while great excitement ensued, the building was not damaged.[34]

Fire Chief W. R. Joyner, whose men did valiant work on this occasion, said afterward:

> "The fire apparently ignited in the basement of the Snook & Austin Furniture Company building. The flames had gained great headway, the building being like a furnace when the department arrived. When I jumped from my buggy on the viaduct the structure was enveloped in smoke so dense that I could hardly see the building. When we forced an entrance the interior was a mass of flames. I realized that we had a hard fight on our hands, and I immediately turned in the three-three alarm, which called every company in the department to the scene.
>
> "It was the space of only a few minutes until the flames broke through the roof and began eating their way into the rear of the Williams House and

the stores on both sides. The flames beat furiously against the Norcross Building and soon ate their way through the rear windows. I am confident we would have been able to save that building had it been equipped with iron shutters. These were missing, however, and there was nothing over the windows to stop the progress of the fire. The fire wall between the Williams House and Rose's place [present site, Fulton National Bank] aided us in checking the flames in that direction. The spread of the fire was rapid."[35]

Atlanta's postmaster, Major William H. Smythe, died on February 17, 1902, and was replaced, on March 13th, by Edwin F. Blodgett, assistant postmaster and long-time employee of the local office.[36]

Major Smythe, a colorful citizen of Atlanta, was born in Brunswick, Maine, on October 13, 1835. He graduated from Bowdoin College, where his father was professor of mathematics, in 1856. He became a civil engineer and went west, where he remained for several years. In October, 1861, he was mustered into the Union Army as First Lieutenant of Co. C, Sixteenth U. S. Infantry, serving until his resignation in May, 1869, as Captain and Brevet Major of the same company. While serving as Judge Advocate under Generals Pope and Meade in Atlanta, directly after the war, he met, courted and married Miss Maggie Poole, of an old South Fulton County family. The Major was appointed U. S. Marshal for Georgia by President Grant in 1873, and served for eight years. Beginning in 1881, he served a three-year term as U. S. Commissioner for the Northern District of Georgia. From November, 1897, until his death, Major Smythe held the local postmastership. His body was originally interred in Oakland Cemetery, but during April, 1902, it was removed to the National Cemetery at Marietta, where it has since rested.[37]

Other notable local deaths of 1902 included William Clarke Rawson, city councilman, successful business man, and a son of pioneer citizen Edward E. Rawson; John B. Roberts, native of Monroe, Georgia, and a prominent real estate man; John H. Loyd, last surviving son of early settler Captain James Loyd; John Alexander, aged Irish-born citizen and brother of the late Thomas Alexander, railroad builder and contractor. For 14 years Alexander had been watchman at the Bellwood crossing. Was killed when a Southern Railway passenger train struck a city dump cart on the crossing, being fatally injured by flying pieces of the cart; Charles W. Dill, pioneer local photographer and realty owner, for whom Dill Avenue is named; Captain John A. Colvin, Confederate soldier, native of Cumberland, Maryland, and for many years baggage agent at the Union Depot; R. B. Hicks, an old resident of Buckhead District and a son-in-law of pioneer settler Henry Irby; John Ficken, ante-bellum tobacconist, a resident since 1854; Martin H. Dooly, born in Ireland and a pioneer local railroad man; Philip P. Reid, a resident since 1846, and father of Mrs. John F. McWaters, Mrs. J. Sid Holland, and Mrs. E. F. Day; William H. Inman, cotton merchant and a son of Walker P. Inman. Mr. Inman's widow, née Nannie Holt, of Macon, subsequently married tobacco manufacturer James Buchanan Duke, and became the mother of "world's richest girl" Doris Duke; Captain Thomas B. Neal, President, Neal Loan & Banking Company, a son of the late John Neal, and former member of Forrest's Cavalry, C.S.A.; Captain William M. "Billy" Crim, veteran police officer and detective; Dr. Hiram Mozley, native of what later became Douglas County, Confederate soldier and manufacturer of the famous Mozley's Lemon Elixir. Mozley Park, near West View Cemetery, the site of his old home, bears Dr. Mozley's name.[38]

Others were George W. Thomason, 89, pioneer Buckhead District resident and probably Atlanta's first tailor; James K. "Jumbo" Hunter, former policeman and city warden, a native of Franklin, Tennessee; Eugene C. Spalding, railroad official and prominent in Atlanta's social life; Walter Howard, died near Asheville, North Carolina, a noted newspaper man and a son-in-law of Judge W. T. Newman; Volney Dunning, son of the late James L. Dunning, a popular merchant and former city councilman; John W. Scruggs, old and prominent citizen of Stone Mountain, a native of Greenville District, South Carolina; Dr. S. G. Holland, well-known dentist; Colonel William A. Hemphill, native of Athens, Georgia, Confederate soldier, former mayor and long business manager of the *Atlanta Constitution;* James Craig, born in Glasgow, Scotland, came to Atlanta in the early 1850's and for 42 years worked in the W. & A. R. R. shops as a skilled pattern maker. Committed suicide by hanging himself at his home, corner Pryor Street and Trinity Avenue, present site of the First Christian Church; William McConnell, a native of Jackson County, Georgia, a resident since 1849, and a pioneer contractor, millwright and bridge builder; G. L. Morris, 90, one of the oldest residents of the Cedar Grove section of De Kalb County; Stewart F. Woodson, well-known young bachelor, business man, former president of the Chamber of Commerce, and secretary of the Piedmont Driving Club; Dr. Isaac Taylor Tichenor, noted Baptist divine, native Kentuckian and secretary emeritus of the Southern Baptist Convention; Charles Q. Adamson, native of Henry County, resident of Atlanta since 1847 and a popular retail grocer, and William Taylor Moyers, brilliant criminal lawyer, native of Chattooga County, admitted to the bar at 18 in Newnan, Georgia.[39]

NOTES CHAPTER 80

[1] *Annual Reports, City of Atlanta,* 1904, pp. 561-562; *City Directory,* 1902.

[2] Cooper, *Fulton County,* 642.

[3] *Ibid.*

[4] Commission Book, Dept., Archives and History, Atlanta.

[5] George Goodwin, "Atlanta City Limits to Spread Monday To 10 Times Area of Half Century Ago," *Atlanta Journal-Constitution,* Dec. 30, 1951.

[6] Cooper, *The Story of Georgia,* III, 383-384.

[7] Northen, ed., *Men of Mark in Georgia,* VI. 171.

[8] *Atlanta Constitution,* April 18-19, 1899.

[9] *Ibid.,* April 20, 1899.

[10] *Ga. Laws,* 1899, p. 94.

[11] Willard Neal, "Behind Atlanta's Great Wall," *Atlanta Journal Magazine,* Jan. 26, 1941; Miller, ed., *Atlanta,* 228-229; W.P.A. of Georgia, compiler. *Georgia, A Guide to Its Towns and Countryside* (Athens, 1940), 182-193.

[12] Cemetery visited by Franklin M. Garrett and the late Beverly M. DuBose, Sr., on August 31, 1946, at which time all inscriptions were copied.

[13] So named for the section of the city in which it occurred.

[14] *Atlanta Journal,* May 17, 1902.

[15] *Atlanta Journal,* May 29-30, 1902.

[16] Wade H. Wright, "Georgia Power Company," *A.H.B.,* XIV (July, 1938), 195-217; "Providing Atlanta's Power for 50 Years," *Atlanta Constitution,* Jan. 25, 1942; Walter McElreath, "The Builders of Street Transportation in Atlanta," unpublished MS., 1949. In files of Atlanta Historical Society; Georgia Power Company Yearbook. 1927-1928.

[17] *Atlanta Journal,* Feb. 8, 1902.

[18] *Ibid.,* Feb. 7, 1902.

[19] Cooper, *Fulton County,* 794.

[20] Wright, "Georgia Power Co.," *loc. cit.*

[21] *Ibid.*

[22] *Ibid.*

[23] *Atlanta Constitution,* Mar. 9, 1947; *Atlanta Journal,* Nov. 12, 1948.

[24] Edwina Davis, "Old Trolley Cars Shine in Far Cities," *Atlanta Journal,* Feb. 13, 1950.

[25] Wright, "Georgia Power Company," *loc. cit.*

[26] *Ibid.*

[27] Georgia Power Company Yearbook, 1927-1928.

[28] Wright, "Georgia Power Company," *loc. cit.*

[29] *Ibid.;* Georgia Power Company Yearbook, 1927-1928; McElreath, "The Builders of Street Transportation in Atlanta," *loc. cit.*

[30] Wright, "Georgia Power Company," *loc. cit.;* Georgia Power Company Yearbook, 1927-1928.

[31] "Providing Atlanta's Power for 50 Years," *loc. cit.*

[32] *Atlanta Constitution,* Dec. 3, 1946; Records, Georgia Power Company, Secretary's Office.

[33] *Atlanta Constitution,* Dec. 10, 1902.

[34] *Ibid.*

[35] *Ibid.*

[36] Record Postmasters, Fulton.

[37] "Garrett's Necrology."

[38] *Ibid.*

[39] *Ibid.*

CHAPTER 81

1903

As THE result of a tough and hard fought campaign during September, 1902, for a mayor to serve Atlanta during 1903 and 1904, Captain Evan P. Howell defeated Mayor Pro Tem Harvey Johnson and Ex-Mayor and Alderman James G. Woodward.[1]

New members of Council, elected at the same time were Aldermen Charles H. Girardeau, a real estate man, and Hugh T. Inman, capitalist. The new councilmen were:

First Ward, William H. Terrell, lawyer.
Second Ward, John A. Hynds, lawyer.
Third Ward, J. Sid Holland, tobacconist.
Fourth Ward, McDonald M. Turner, Secretary, Georgia Redemption & Loan Co., and trunk manufacturer.
Fifth Ward, Philip Breitenbucher, realtor.
Sixth Ward, Martin F. Amorous, lumber dealer.
Seventh Ward, James M. Stephens, Superintendent, Western Union Telegraph Co.[2]

The principal ministerial officers of Atlanta for 1903, were the same as had served during 1902.

At the end of his first year in office, Mayor Howell was able to report no friction between the city and the street railway, a somewhat novel relationship, considering the stormy years just passed; that construction had begun on the new Terminal Station, a sorely needed improvement; the sale of $200,000 3½ per cent bonds at par, the proceeds to be used in building new sewers and for extending the waterworks; and the construction of two new schools and a new south-side fire station.[3]

The police department suffered the loss of a good man on Saturday night, October 3, 1903. Patrolman Hans E. Drasbach, a native of Denmark, and a member of the local force since July, 1898, was stabbed to death by a Negro he had arrested in Abe Schurman's saloon at Decatur Street and Piedmont Avenue, only a stone's throw from the Police Station. The Negro, John Harris, an employee of the Woodward Lumber Company, was arrested at Abbeville, South Carolina, two weeks later. He was tried before Judge Leonard S. Roan in Fulton Superior Court, found guilty, and was hanged in Fulton Tower on January 15, 1904. Patrolman Drasbach is buried in Hollywood Cemetery.[4]

Nineteen-three brought two new faces to the Fulton County Commission, those of Hubert L. Culberson and John B. Goodwin, who succeeded Forrest Adair and Walter R. Brown.[5] During the same year De Kalb County lost two of its popular officials to the grim reaper.

Henry H. Burgess, clerk of the Superior Court since January 9, 1889, died April 24th. He was a popular citizen of Decatur and during the War Between the States had served as a lieutenant in the Forty-second Georgia Regiment. He was succeeded as clerk by his son Benjamin F. Burgess.

Judge William M. Ragsdale, ordinary of De Kalb since 1889, died July 21, 1903, and was succeeded by James R. George. Ragsdale, age 46, was born in Cobb County, and moved to Lithonia as a boy. He taught school at Stone Mountain and practiced law in De Kalb, before his election to ordinary. A prominent Baptist, he was secretary and treasurer of the Stone Mountain Baptist Association and superintendent of the Decatur Baptist Church Sunday School.[6]

It was also during 1903 that the charter of the town of Decatur was amended so as to authorize the mayor and council to construct a system of sewerage for the town; to pave the sidewalks and put down curbing, and to issue bonds to an amount not exceeding $50,000 for the purpose of constructing a system of waterworks.[7]

The legislature of Georgia created a State Board of Health in 1903, with twelve members, one from each Congressional District, and a secretary, who was a member of the board. The new board was organized on September 10, 1903, with Dr. Henry F. Harris, a talented young physician of Atlanta, as first secretary.[8]

The Negro press in Atlanta was launched in 1903, when Benjamin Jefferson Davis established the *Atlanta Independent,* a weekly, at 26½ South Pryor Street. Davis, a prominent Republican and officer in the Order of Odd Fellows, was editor. The paper was later moved to 250 Auburn Avenue. For several years prior to its discontinuance in 1932, William J. Shaw was editor.[9]

An important local organization, founded in 1902, but getting up steam in 1903, was the Atlanta Freight Bureau, with W. E. Newell as first president and Harry T. Moore as traffic manager. Other early leaders were J. K. Orr, president of the Chamber of Commerce at the time the Bureau was founded, Samuel D. Jones and Louis Gholstin, manufacturers, respectively, of shoes, stoves and spring beds. Through the years the Bureau has been an effective agency for the realignment of freight rates on a mileage basis from the South, since Reconstruction days, a deterrent to Southern manufacturers. For the first 30 years of its existence, until his death in 1932, the affairs of the Bureau were guided by Traffic Manager Moore, a native of Federalsburg, Maryland, and formerly connected with the traffic department of the Southern Railway.[10]

The death of Captain John A. Miller, on May 11, 1903, reminds us that Atlanta has long enjoyed the distinction of being one of the world's largest mule markets, and that Captain Miller played an important part in that development.

He was born in Bourbon County, Kentucky, in 1847, the son of a farmer and stock raiser. In the fall of 1862 he enlisted in Company C. Ninth Kentucky Cavalry, and saw service under John Morgan and Joe Wheeler. Captain Miller was at Chickamauga, and participated in both the Atlanta Campaign and Wheeler's Tennessee raid. After the war he returned to Kentucky and stock raising, but in 1881, moved to Atlanta, where he formed a partnership with Thomas B. Brady as Miller & Brady, feed, sales and livery stable. The firm was first located on Loyd Street in the Markham House block, but later moved to 158-160 Marietta Street, near Bartow Street.

About the time of Captain Miller's death, Mr. Brady purchased a 40-acre tract just north of the junction of Marietta Street and Howell Mill Road, and established thereupon the Brady Union Stockyards, comprising one of the most complete horse and mule yards in the country. The venture prospered. Traders from all over the United States journeyed to Atlanta. Brady Avenue, named for Mr. Brady, was cut through, and the Hotel Florence, a great frame structure, no longer standing, was built to accommodate drovers and stock owners. Other businesses located on nearby sites, and the local stockyards were firmly established. At one time only St. Louis ranked above Atlanta as a horse and mule trading center. Indeed, a characteristic street scene in the Atlanta of that time was the prevalence of great mule parades—hundreds being driven at one time through the streets of the city. So large were some of the animal parades that pedestrian and vehicular traffic was interrupted, and council finally had to pass an ordinance prohibiting the driving of mules on the main streets during certain hours of the day.

In 1905, Mr. Brady moved to Los Angeles, California. During the same year the yards became the Miller Union Stock Yards, with George M. Brown as president, Jacob W. Patterson, vice-president, and J. Hall Miller, secretary and treasurer. It is interesting to note that Thomas B. Brady, 10 years his old associate's senior, outlived him by 26 years, dying in 1929 at 91. A native of Sumter County, Georgia, he is buried at White Plains, this State.[11]

An important local event of January, 1903, was the opening of the handsome new Piedmont Hotel at Luckie and Peachtree streets on the 15th. Commented the *Journal* next day:

"PIEDMONT A SCENE OF GAIETY

"Beautiful women and handsome men crowded the lobbies and halls of the magnificent hotel.

"The great dress parade of people inspecting the Piedmont Hotel, which begun as soon as the Luckie Street doors were opened yesterday at noon, continued unabated until 12 o'clock last night. During the early hours of the night thousands of men and women flocked into the parlors, lobbies and corridors, examining the hotel and all its splendid appointments. . . .

"Every part of the building was inspected. Until 6 o'clock last night the entire hotel was opened to the public, and absolutely nothing was sold until that hour. Then everything was thrown open and the sales at the cigar counter and in the bar were exceedingly large.

"The first and second floors were open for inspection. Both of these floors were tastefully and handsomely decorated. On the first floor, where the largest crowd was congregated, the scene was one of remarkable beauty. Beautiful women and handsome men, all in evening dress, filled the lobbies, the corridors and the parlors. The dining rooms, both of which were magnificiently decorated and lighted, elicited much admiration, and it was the universal opinion of all present that nothing had been spared to make the hotel the finest in the South.

"At 6 o'clock the hotel opened for business. The dining rooms were thrown open to the many supper parties which had been arranged for the opening night.

"The main dining room was crowded at all times. For the first dinner, which was served shortly after 6, the guests had been selected in advance, but after that people had to wait in line for their turn to enter the magnificent room.

"The menu was one of the most elaborate ever arranged in Atlanta, and is as follows:

Oyster Cocktail
Blue Points Little Neck Clams
Olives
Salted Nuts with Cheesesticks
Consomme (Nivernaise)
Green Turtle (Moderne)
Fresh Mushrooms en Caisse (Newburg)
Planked Detroit River White Fish (Vert Pre)
Cucumbers Potatoes en Bordure
Sliced Tomatoes Celery Pickled Walnuts
Prime Roast Beef (Demi Glace)
Mashed Potatoes
Candied Sweet Potatoes
Young Turkey, Oyster Dressing (Cranberry Sauce)
Asparagus Fribourg Green Peas
Pontet Canet
Braised Sweetbreads (a la Toulouse)
Charlotte of Fruit—Sauce Doree
Sorbet, Chartreuse
Wafers
Roast Quail, Farcia (a la Lucullus)
Salade (a la Zimmer)
Strawberries in Shredded Wheat Baskets
Apple Pie Lemon Cream Pie
Soft Sherry Custard
Neapolitan Ice Cream Assorted Cake
Fruit Confections Mixed Nuts
Cheese Coffee Crackers

"The turkeys served at the dinner were the first of a 5,000-pound contract which the management of the hotel had entered into with J. J. & J. E. Maddox, the wholesale grocers.

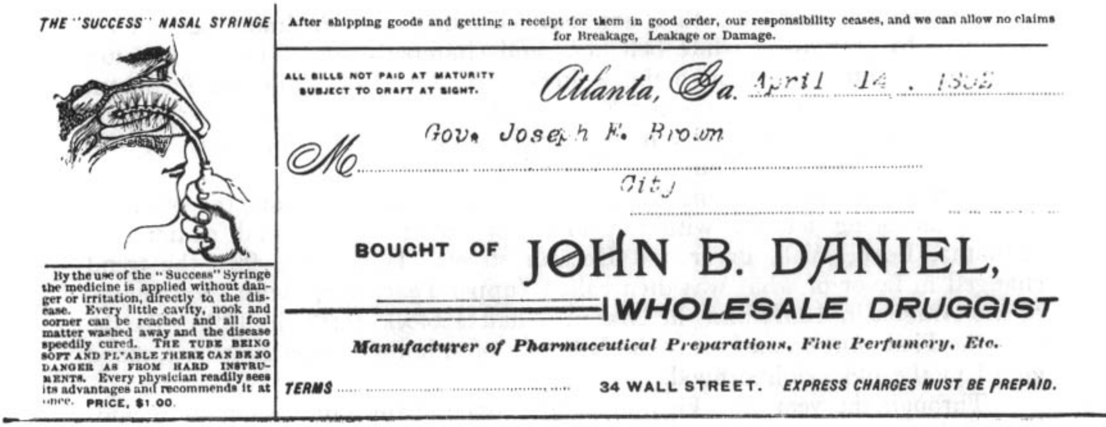
"The owners of the hotel, Hon. Hoke Smith and Messrs. George W. and S. F. Parrott, were the first to register in the new hotel yesterday, and they remained until late last night receiving the congratulations of thousands of friends.

"The handsome furnishings and decorations in the hotel elicited many compliments. All these were furnished by the M. Rich & Bros. Company, and were among the most elaborate ever brought into the South.

"The first thing sold at the cigar counter last night after the hotel had been opened for business, was a copy of the *Atlanta Journal*, which was sold by Harvey H. Griffith, who represents J. J. Goodrum, Jr., in the branch cigar store in the Piedmont.

"Manager Will V. Zimmer, formerly of the Russell House, of Detroit, received hundreds of congratulatory telegrams from friends all over the country, assuring him of their patronage when they visited Atlanta. . . ."

The Piedmont, occupying the former homesite of pioneer citizens William Ezzard and Dr. James F. Alexander, was Atlanta's first gesture in imitation of the hotel civilization of the effete east. Up to the time of its opening, Atlanta's hotels had all been distinctly southern institutions. They gloried in



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City

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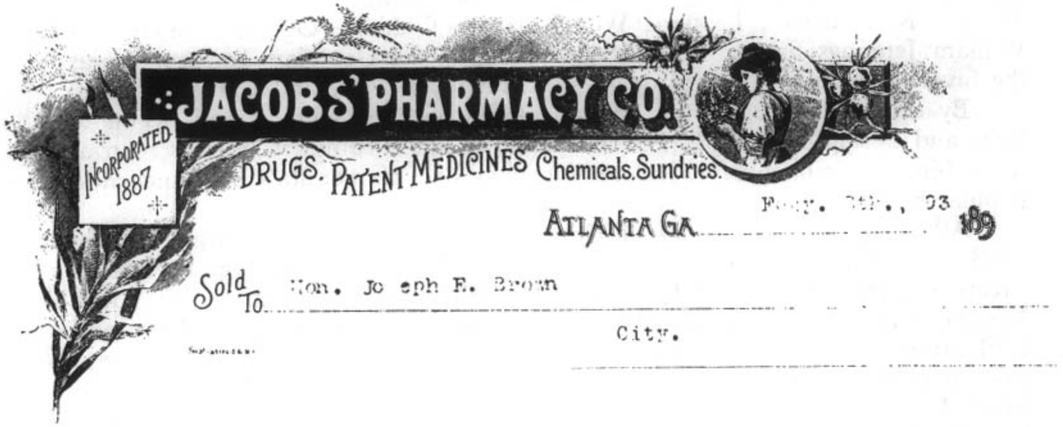

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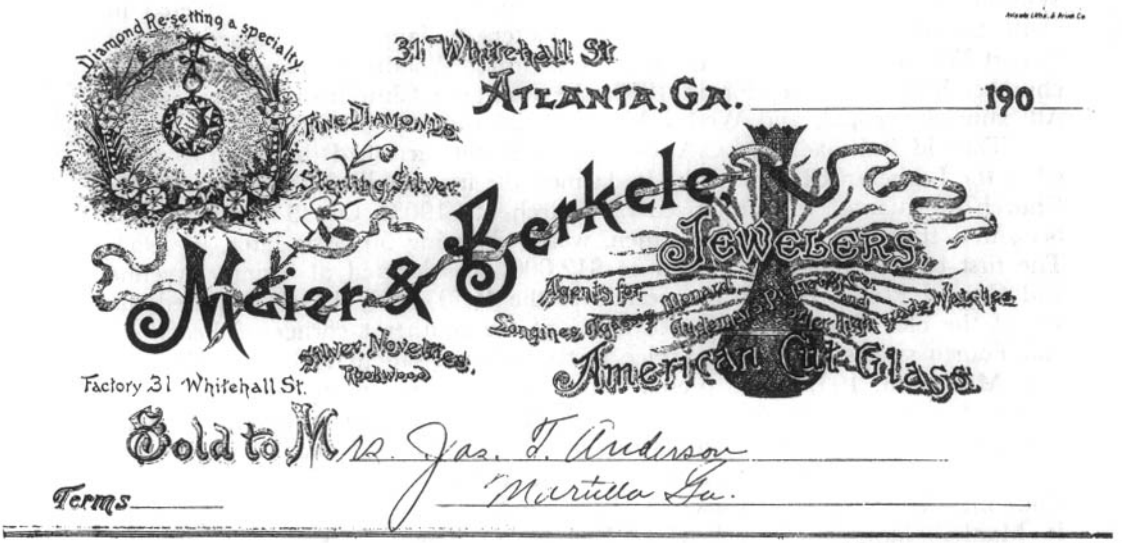

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Bill-head style continued distinctive

(*Courtesy Atlanta Historical Society*)

their southern cookery and their southern customs. The Piedmont set a local precedent by employing white bell hops and chambermaids. The head waiter was also a white man, though the waiters were Negroes. While the Piedmont never had the traditions of the old Kimball House, it soon became the synonym for everything that was modern and smart. Indeed, for some years it was commonly referred to as "our New York Hotel."[12]

In ante- and post-bellum Atlanta, the hotels centered around the old state square, all being located within a block or so of the railroad station, on Alabama, Loyd, Wall, Pryor and Decatur streets. During the 90's the trend changed in favor of what was then called "upper Peachtree," with the opening of the Aragon in 1892, and the Majestic, half a block north, in 1898. By the time the Piedmont opened, only the Kimball, of Atlanta's better hostelries, stood guard in the old neighborhood.

Through the years the Piedmont entertained many famous guests, including Presidents Theodore Roosevelt and Wilson, Thomas Dixon, Vice-President Thomas R. Marshall, Leonard Wood, Barney Oldfield, Ogden Armour and William Jennings Bryan. Before the opening of the Georgian Terrace, it was the favorite stopping place of opera stars, including Patti and Caruso.

By the middle 1920's the original glories of the Piedmont had begun to fade, and during 1928 and 1929 it was closed for a complete interior renovation. Since its reopening it has remained as one of Atlanta's best and most popular hotels.[13]

Atlanta's status as a city of churches was considerably enlarged during 1903. The First Methodist, long situated at Peachtree, Pryor and Houston streets, moved to its present location at Peachtree and Porter Place. St. Mark Methodist proceeded with the erection of its present building at Peachtree and Fifth streets, ground having been broken in 1902. This church, founded as a mission of the First Church, during the early 70's, had been successively the Sixth Methodist and the Merritts Avenue Methodist. The present Frances Winship Walters Chapel, a beautiful addition to St. Mark was completed in 1948, the gift of Mrs. George Calhoun Walters, a daughter of pioneer citizen Robert Winship and sister of the late Mrs. Ernest Woodruff. Three other local churches had their inception in 1903, the Lutheran Church of the Redeemer. All Saints Episcopal, and Wesley Memorial Methodist.

The old Railroad Y.M.C.A. on Hunter Street furnished the meeting place when the Lutheran Church of the Redeemer, the first English-speaking Lutheran Church in Atlanta, was organized on March 15, 1903. Of 39 charter members, five, three women and two men, were still living 50 years later, in 1953. The first church building, valued at $12,000, was located at Trinity Avenue and Capitol Place. During the decade of the 1930's, the church acquired the site of the old Thomas M. Clarke home at the southeast corner of Peachtree and Fourth streets. The first service in the original sanctuary on this site was held March 28, 1937. The present handsome building, recently completed at a cost of approximately $650,000, is built of limestone and craborchard stone, with furnishings of marble, oak, wrought iron and stained glass. Membership now stands at something more than 1500. Six pastors have served the church. They include Dr. E. C. Cronk, Dr. W. C. Schaeffer, Jr., the late Dr. Charles P. MacLaughlin, the Rev. Karl L. Reisner, Dr. John L. Yost, Sr., and the present pastor, Dr. John R. Brokhoff.[14]

The organization of All Saints Church, like a number of others, was a result of Atlanta's rapid northward growth. Shortly after the turn of the century certain members of St. Philips, at Washington and Hunter streets, and St. Luke's, at Pryor and Houston streets, finding it difficult and inconvenient to attend their churches with their children for the Sunday Schools, decided to petition the bishopric for permission to establish a church nearer their homes.

The plea of the group met with favor. Mrs. Richard Peters presented the infant parish with a beautiful building lot at the northwest corner of West Peachtree and North Avenue, as a memorial to her husband, who had a part in the founding of both St. Philip's and St. Luke's. Immediately a temporary wooden chapel was constructed on the lot. A cornerstone was laid April 11, 1903, and the first services, celebration of holy communion, were held the following May 31st, with 45 persons present. The parish grew rapidly and in 1904 it was necessary to build an addition, doubling the capacity.

This structure was occupied until 1906, when it was replaced by the present Gothic-style brown sandstone edifice. The new building was first occupied on Palm Sunday, April 8, 1906, with Bishop C. Kinloch Nelson, Rev. A. W. Knight, dean of the cathedral, and Rev. G. H. Hills, curator of St. Luke's, attending. Vestrymen elected were: F. B. Dancy, senior warden; E. C. Peters, junior warden; H. M. Atkinson, Dan B. Harris, Joseph T. Orme, and E. S. Mumford. Later, Milton Dargan, S. Y. Tupper, Joseph Richardson, and W. D. Ellis, Jr., were added. The latter was elected superintendent of the Sunday School. The church was consecrated December 9, 1908, by Bishop Nelson.

In June, 1910, Mrs. Peters gave to the parish another building lot, facing West Peachtree just north of the church. Upon this lot was built, in 1917, Egleston Hall, with $25,000 provided under the will of Thomas Egleston and a like amount furnished by members of the congregation. This building is used for Sunday School rooms, a secretary's office and social and recreational activities.

In the east wall of the main auditorium of the church is an elaborate art-glass memorial window, 25 x 25 feet, made by Tiffany in New York, depicting scenes in the life of Christ, which was presented to the church by Thomas Egleston as a memorial to his mother, Henrietta Caroline Egleston. Eight other memorial windows adorn the north and south walls, each dedicated to the memory of some prominent member of the church, or a relative.

The chancel and its furnishings are a gift from Mrs. H. M. Atkinson as a memorial to her father, Richard Peters. The organ was presented by the Woman's Guild, the font by the Sunday School. An electrically lighted cross above the tower and spire of the church was erected "as a memorial from some of his friends to Thomas Egleston."

Five rectors have served All Saints during its 50 years of existence, the Rev. Z. S. Farland, Dr. W. W. Memminger, Rev. Theodore St. Clair Will,[15] Rev. Mathew Warren, and the Rev. Milton Wood.

The decision of the congregation of the First Methodist Church, in 1902, to sell its venerable building at Peachtree and Houston streets, and move farther out, created consternation among several leaders of the denomination, including Bishop Warren A. Candler. Indeed there was a widespread feeling that Methodism was abandoning the heart of the city. "Unless we take care of the cities we will lose finally most of our force as a denomination and life and vigor as to all of our work," said a resolution passed by the Atlanta District Conference.

Out of this situation grew the first of three great projects undertaken by Bishop Candler and his older brother Asa G., by now rapidly growing wealthy from Coca-Cola. The three projects involved Christian preaching (Wesley Memorial Church), Christian teaching (Emory University), and Christian healing (Wesley Memorial Hospital). The latter two enterprises will be described later.

Bishop Candler's conception of a new church is best summed up in his own words. "We do not seek to build a church for the men and women of fashion who wish a formal worship to beguile an idle hour on a Sabbath morning; but we propose a great 'People's Church,' palpitating with spiritual life, and radiant with the joys of the spirit. . . ."

(Courtesy Atlanta Historical Society)

Joel Chandler Harris (1848-1908), author of the famed "Uncle Remus" stories, at work on the porch of his home "The Wren's Nest", on Gordon Street in Atlanta, about 1903

From this conception plans developed for an institutional church, so organized as to appeal to and provide a service for office workers and hotel and boarding-house residents of the downtown area. The church would include a great auditorium with connecting class and reading rooms for night classes; offices for the pastor, the presiding elder, the resident bishop of the state, and the editors of the conference publication. It would be named for the great eighteenth-century Methodist, John Wesley.

While the larger idea was germinating, a modest start was made. In November, 1902, Bishop Candler formally dedicated a new church, Wesley Memorial, in the old Athletic Club building on Edgewood Avenue, which had been rented for the purpose.

Then, in July, 1903, a lot was purchased at the southeast corner of Auburn Avenue and Ivy Street for $25,000. Thereupon was erected on this property a large, temporary, tabernacle type of structure, capable of seating nearly 2000. It was dedicated in November, 1903. The Rev. Lincoln McConnell, who had been named pastor, immediately set about to build the institutional type church originally envisioned. He builded well.

In the spring of 1907, Asa G. Candler announced that he would give $50,000 toward the building of a permanent Wesley Memorial Church building if Atlanta Methodists would raise $150,000. At a subsequent mass meeting $125,000 was pledged. Mr. Candler, rather than see the effort fail, pledged $25,000 more. Plans for the new building were approved April 23, 1908. The congregation moved to the Guard Armory on Houston Street, and the cornerstone was laid, October 14, 1908, to the strains of a cornet solo rendered by Asa G. Candler, Jr.

The doors of the new (and present) building were thrown open on April 6, 1910. It was an occasion of great rejoicing for Methodists everywhere. On April 10th, the first Sunday, designated as Georgia Day, Bishop Candler delivered the 11 A.M. service, with 4000 present. Indeed, many churches in Atlanta and vicinity closed their doors that day so that their pastors and people might go to Wesley for the great opening services. All in all, Asa G. Candler contributed in the neighborhood of $200,000 to this useful and unique religious organization.[16]

It was on the warm, sunny Sunday afternoon of September 27, 1903, that one of the most famous trains ever to be operated through Atlanta had the wreck that was to give it immortality.

No. 97, a fast mail and express train, began her meteoric career in December, 1902, running between New York and New Orleans, southbound only. In addition to the regular fees for the handling of mail, the railroads over which the train ran, including the Southern into, and the Atlanta & West Point out of, Atlanta, received a special bonus for mail carried on this special. If the train failed to make the schedule and reached important terminals more than five minutes late, part of the bonus was forfeited. Little wonder that "Old 97" as she came to be called, was the fastest thing on the rails.

Southern Railway engineers regularly assigned to this train from Greenville, South Carolina, to Atlanta were the late John W. Eskew, whose skill at handling air brakes was legendary; David J. Fant, the noted engineer-evangelist, and Richard H. Tedder. The two latter engineers are now retired. Between Atlanta and Montgomery, over the A. & W. P., "97" was usually piloted by the late John F. McWaters and Lorenzo D. "Sandy" McDonald.

None of these local engineers were involved in the great wreck, since it occurred in North Danville, Virginia. On the fatal Sunday, "97" reached Monroe, Virginia, a division point one hour late. The man who mounted the deck of the 1102 for the run to Spencer, North Carolina, 166 miles away, was Joseph A. "Steve" Broady, of Saltville, Virginia. In addition to his regular fireman, A. G. Clapp, a student fireman, learning the road, was also aboard.

Broady, who formerly ran on the Pocahontas Division of the Norfolk & Western, was expected to make up as much of the lost time as possible. He was willing to gamble, and had two firemen on deck to supply all the steam pressure he might need. As he whistled out of Monroe his train consisted of the ten-wheeled 1102, two postal cars, one express car, and one baggage car, the latter being used for mail storage. No passengers were aboard, but the crew totalled 16, including mail and express clerks.

On the northern outskirts of Danville a wooden structure, known as Stillhouse Trestle carried the track over the ravine of Cherrystone Creek, 75 feet below. The combination of a curve and a descending grade made Stillhouse Trestle the danger spot of White Oak Mountain. Thirty miles per hour was considered the safe top speed for this point.

But Joe Broady was intent upon making up time that day and before he knew it he was almost upon the trestle with the 1102 wide open. Too late he realized the danger. He grabbed the whistle and the air brake as the heavy engine took flight and hurtled to the ravine below. Three of the cars followed the engine and crashed into splinters against it and the tender. They were set afire by flames from the locomotive firebox. The fourth car continued a short distance before it broke through the trestle. It was the only car not totally destroyed.

Nine men, including the engine crew, Conductor Blair and Flagman Moody, were killed instantly. Of the other seven, two died later from their injuries. Part of the mail was saved, and a curious incident lent sharp contrast to the horror of the scene. The terriffic impact had broken open a large case of canaries in the express car. Hundreds of these birds, rising phoenix-like from the ruins alighted on nearby jackpines as if to express joy at their liberation.

One of the hundreds of spectators attracted to the scene was David Graves George, then of Franklin Junction (now Gretna), Virginia. He is generally credited with authorship of the words to the long famous song, "Wreck of Old 97." They are set to the tune of "The Ship That Never Returned," since Graves had no music-writing ability.

No. 97 continued in service as an expedited mail and express train until January 6, 1907, when it was pulled off because Congress failed to renew the appropriation for the special service. Yet it will continue to live as a saga of the steam age. The words to the song vary somewhat, but the following constitute a fair sample:

"On a cold frosty morning in the month of September,
  When the clouds were hanging low,
Ninety-seven pulled out of the Washington Station
  Like an arrow shot out of a bow.

They gave him his orders at Monroe, Virginia,
  Saying: 'Steve we're way behind time,
This is not Thirty-eight,[17] but its old Ninety-seven;
  We must put her in Atlanta on time!'

He looked over and said to his black greasy fireman,
  'Just shovel in a little more coal,
And when we cross that White Oak Mountain
  You can watch old Ninety-seven roll!'

It's a mighty rough road from Lynchburg to Danville
  And the line's on a nine mile grade.
It was on that grade that he lost his airbrake,
  And you see what a jump he made.

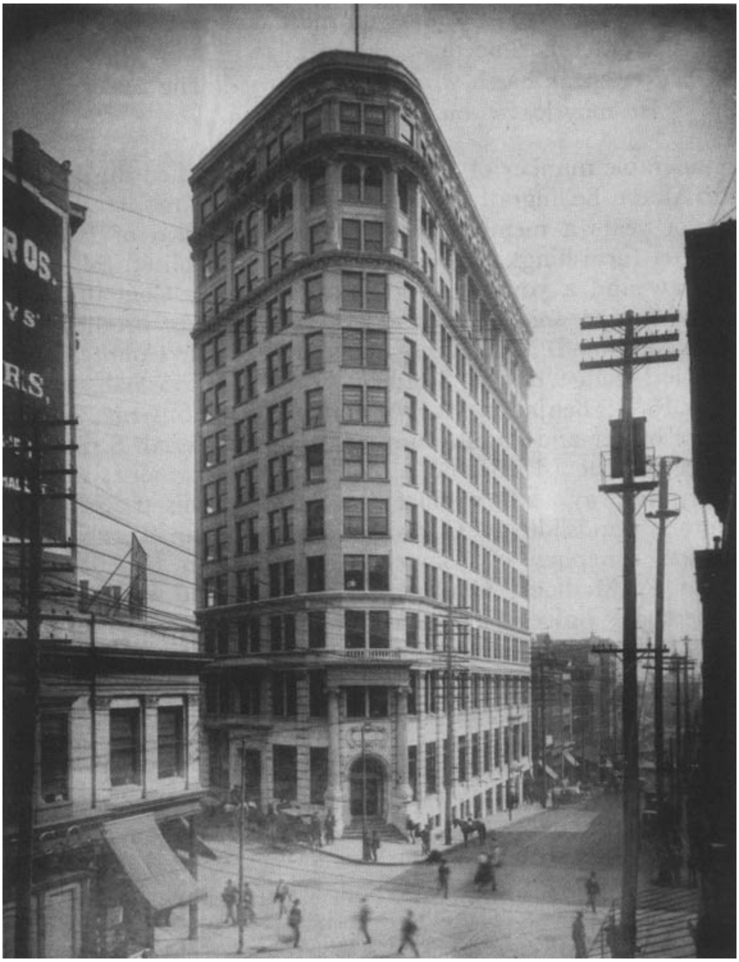
He was going down grade at ninety miles an hour
When his whistle broke into a scream.
He was found in the wreck with his hand on the throttle
And a-scalded to death by the steam.

Come all you fair ladies you must take warning
From this time onward learn,
Never speak harsh words to your true-loving husband,
He may leave you and never return."[18]

A considerable number of old-time local citizens died during 1903. Among them were Albert Bellingrath, born in Germany, a resident of Atlanta since 1856, and for years a member of the well-known firm of Hunnicutt & Bellingrath, house furnishings, gas and plumbing supplies; Silas N. Connally, attorney at law and a younger brother of Dr. E. L. Connally; Charles Allen Healey, realty owner, son of Thomas G., and younger brother of William T. Healey; Judge Henry B. Tompkins, native of Barbour County, Alabama, Confederate soldier, Judge of the Superior Court in Savannah, and an Atlanta lawyer since 1882; Benjamin N. Williford, died at Smyrna, Georgia, pioneer Atlanta peace officer and ante-bellum city marshal; Josiah S. Peterson, a native of Providence, Rhode Island, and a pioneer local journalist; Ed Miller, one of the Southern Railway's best engineers, killed when his train, northbound No. 36, ran into a landslide at Currahee crossing near Toccoa. His fireman, Fred Thomson, a nephew of Colonel W. S. Thomson, of Atlanta, also lost his life; William P. Medlock, Confederate veteran, and son of pioneer settler, John W. Medlock; Judge William A. Wilson, residence near Adamsville, member of one of the oldest families of that section, former State legislator and Fulton County Sheriff; Henry Hunter Smith, cotton broker, former member of Forrest's Cavalry, C.S.A., and father of the late Telemon Cuyler [Smith]; Captain Wellborn M. Bray, native of Henry County; early Atlanta educator and lawyer, first principal of the old Ivy Street School; Wallace Putnam Reed, born in Rockdale County, near Conyers, journalist and Atlanta historian; James Swann, died in New York City, banker and cotton merchant, a son-in-law of General Alfred Austell.[19]

Others were Major Robert R. Wood, a son of pioneer settler Carey Wood, of Covington, and father of the late Robert R. Wood, of the George Muse Clothing Company; Major James W. Warren, an old resident of Kirkwood, for whom Warren Street is named, secretary, State Executive Department since 1872, killed by a Georgia Railroad train in front of his home; Dr. Columbus L. Redwine, native of Coweta County, Confederate Army surgeon, and old-time Atlanta druggist, firm of Redwine & Fox; John Albert Perdue, Jr., well-known young fire insurance man, and father of the late Rhodes Perdue, of Atlanta; Squire John T. Akridge, one of the oldest residents of Fulton County and West Atlanta; Captain William L. Ezzard, a native of Decatur, son of the late William Ezzard, charter member of the Gate City Guard and Confederate veteran; Lewis L. Abbott, merchant, fatally injured in a fall from a street car at Whitehall Street and Trinity Avenue, brother of Lawyer Benjamin F. Abbott; Judge James M. Moore, of Bolton, son of pioneer citizen Thomas Moore, and father of Judge Virlyn B. Moore, of Fulton Superior Court; John T. Meador, died in Carrollton, Georgia, former Atlanta merchant and founder of a well-known local family; Captain James C. Dunlap, born in South

Carolina but reared in Gwinnett County, a pioneer Atlanta cotton dealer, for whom Dunlap Street is named, veteran of the Creek Indian War, and the father of several children, including the late Edgar Dunlap, of Atlanta; Stephen B. Oatman, native of Rutland, Vermont, early Atlanta marble dealer and city councilman; Dr. Stephen Terry Biggers, age 90, born in Abbeville District, South Carolina, and an Atlanta physician since the days of Marthasville, his only predecessor having been Dr. Joshua Gilbert; Colonel George W. Scott, founder of Agnes Scott College, whose George W. Scott Investment Company built the Century, later Atlanta National Bank Building at Whitehall and Alabama streets the year of his death; John W. Weekes, old and well-known citizen of Decatur, a native of Jasper County, Georgia; Dr. James McFadden Gaston, Sr., noted physician; William P. Robinson, English-born nurseryman



(*Courtesy Atlanta Historical Society*)

The Century Building, northwest corner Whitehall and Alabama Streets, taken about the time it was built in 1903. Name subsequently changed to Atlanta National Bank Building

and landscape architect; Peter Lynch, a merchant at 95 Whitehall Street since 1857, last of the five Lynch brothers who came to Atlanta in the 1840's; the Rev. A. G. Thomas, pioneer pastor of the local Christian Church, Confederate chaplain, physician and medical educator; Captain William Lindsay Abbott, merchant, a resident of Atlanta since 1855, and a brother of Lewis L. Abbott who died earlier in the year; and Noah R. Fowler, born Whitesboro, New York, came to Atlanta in 1852 as a railroad man and later became prominent in the real estate field.[20]

While the above list contains the names of several pioneers of the Marthasville and early Atlanta period, it does not include the oldest citizen of all, George Washington Collier, fifth child and third son of Meredith and Elizabeth Gray Collier, who joined the departing caravan in 1903. His obituary, in the *Constitution* for Sunday, June 21, 1903, is, in the opinion of the present writer, the best ever published by that paper. Titled "Study of a Pioneer," it follows:

"George Washington Collier will be laid to rest in West View this afternoon.

"The shadows in the vast stretch of woods to the north of the city[21] will deepen into gloom today and the winds will wimper plaintively in the swaying pines, for the lord of the rich domain is to leave it forever and ever.

"Those woods are but a remnant of the trackless wilderness George Washington Collier's boyhood eyes saw when he first came here 80 years ago. And his coming was a strange journey into an unknown land. But decade after decade he remained, watching the forest fade away and a beautiful city, populous and busy, growing into being where the Indian hunted and herds of deer browsed unmolested.

"And then, when the century's cycle was all but rounded out for him, when his hair was white and his keen eye grown dim, when the figure once erect was bent and the strong arm shook with age, he silently, just as he lived, passed away and the trees that shaded the windows of his death chamber were the same that spread their branches over his boyish play years and years ago.

"He died in the midst of his primitive forest, though in the lapse of years this woodland had come to be worth many hundreds of thousands of dollars.

The Oldest Inhabitant.

"George Washington Collier was the pioneer, 'the oldest inhabitant' of Fulton County, and there have been few more remarkable men within the confines of the county than he.

"A visit to his home[22] was enough to demonstrate that its owner was no ordinary man. It lies out north of the city and a little east of Peachtree Road. Perhaps ¼ mile beyond 14th Street, a narrow road, rough and unkempt, winds away through the hills. The road is circuitous and rocky and tall trees shade its serpentine twists and turnings; not a very comfortable highway to travel under circumstances the most favorable. Yet this is the driveway through the princely estate of one who might have boasted being more than a millionaire.

"At the end of these tortuous windings, on a little knoll, all carpeted in vivid green, stands an ancient house. The house is weatherstained and faded, small and of fashion and style prevailing in the faroff past. This was George

Washington Collier's home as a little boy; as a young man; in the prime and in the afternoon of his life and when he died it was still his home.

"Across the intervening hills, crested with pine and oak is Peachtree Road, lined with stately mansions and smooth and white and beautiful. This is fashion's thoroughfare; there liveried coachmen guide blooded horses through a maze of swiftly moving vehicles; there splendidly gowned women go for drives; there life and color and gay pleasure are.

"But the silence enveloping the old house in the woods, just over the hill, is the silence the moccasined Indian knew a century ago.

Saw the Indian Go.

"George Washington Collier had lived to see the Indian pass away, the hardy pioneer come in to take his place, and then still later, milady with her diamond necklace, ride where once the Indian drew his bow. Yet through all those long years he strayed not from the even tenor of his way, but went serenely on living his quiet, simple life, ever the rugged son of mother nature that he was when he bade the red man farewell. Truly a remarkable history had this man.

"He was born amid the hills of [what later became] Gwinnett County, November 29, 1813, and came to what is now Fulton County in 1822. This is what he once said of his birth in an interview with the *Constitution:*

" 'My father had a Bible. There were 15 of us children, and when each of us was born, father put it down in the Bible. He always kept it. I remember the Bible. It was a big one and we had it for years. Yes, my name was in it when we came here, for I was born in 1813.'

His Famous Walnut Tree.

"An insight into the heart of this man, a glimpse of one side of his character, perhaps not generally known, may be gleaned from an incident of his boyhood in the old Fulton County home. When he was 13 years of age he planted a walnut tree, that thrived and grew to splendid proportions and great beauty. It stands now in the yard about his simple home. It has shaded him and his children for many years and he had come to love it. So, long ago he said he wished his children and his children's children to revere the old tree and never to lay axe to it, until its life spent, the boughs should wither and the trunk decay. There was a rude but beautiful poetry in that wish and George Washington Collier was more of a poet than he knew.

"All the country around here was forest when the walnut tree was planted. There was no Atlanta, not even Marthasville, aye, or even Terminus, nor was there a Decatur,[23] a Marietta, or a Jonesboro—nothing but trees and shadows and wild animals and red skinned savages. 'Towns? Towns?' Mr. Collier once said, 'Why there were no towns here when I came. There was nothing except land lots and trails and corn patches. There was no money. There were no railroads, no papers. We didn't get the mail but once a week. There wasn't any business to do—much. The farmers just made their corn and ate it for bread; that was all.'

" 'We didn't have many neighbors. There was Joel Pritchett—he lived over two miles to the east, the other side of Exposition [Piedmont Park]—and there was old man [Hardy] Ivy way down where Atlanta is. Old man Ivy had a farm right over back of where Bill Lowe's house is there on Peachtree now.

His farm was down in the hollow there—not much of a farm, just a little cleared place. The old fellow lived a long time and his descendants are living now up in Gwinnett County. There was nobody else living in Atlanta that I remember now.[24]

" 'It was quiet living here,' he went on musingly, 'you see Decatur hadn't been laid off, and there were no towns or trading or anything. It was two years after we came here that they laid off Decatur. I remember that just as well as yesterday. I remember them laying off the square and fixing the place for the courthouse. Before that was done we just worked our farm and hunted deer. I remember one big hunt about where the Ballard House stands now.[25] That was very thick woods then.'

Came Here by Chance.

"It was chance that brought the Collier family Atlantaward. This great north end of the State had but recently been reclaimed from the red aborigines, and the paternal government of the Commonwealth, as well to people the newly opened section as to provide homes for sturdy fellows with wives and children, was offering land by lottery systems to heads of families. Joel Pritchett, of Gwinnett County, drew his tract, just north of Exposition Park, and hired Meredith Collier, father of young 'Wash,' to move his family and effects to the new estate in the northern wilds. Meredith Collier was so pleased with the country he saw that he brought his family too, and purchased for a song one of the three land lots his son, George Washington owned when he died the other day. The rough, winding road leading from Peachtree Street to the Collier home was an Indian trail when the house was built in the woods.

"In such primitive surroundings was the boyhood and youth of George W. Collier spent, he tilling the soil and getting what education his meager opportunities offered. His first work, other than labor on the family homestead was as a mail carrier between Allatoona and Decatur. He walked this journey back and forth twice a week, bearing the heavy mail pouches on his broad, stalwart shoulders—through wind and rain and sleet, fair weather or foul, he performed his rough duty faithfully, honestly and punctually, never complaining himself, nor ever giving others cause for complaint of him.

"If the incident of the walnut tree showed a strain of sentiment and poetry in his nature, surely those long, weary tramps through the forest showed rare grit and courage and hardihood.

The Name of Peachtree.

" 'The nearest post office to us then was Standing Peachtree,' he said once. 'I doubt if even Jonathan Norcross knows of Standing Peachtree, but from it Peachtree Creek got its name. The creek then was called by an Indian name and where it emptied into the Chattahoochee River, a beautiful peach tree stood on a knoll. From it the creek took its name.'[26]

"When the little village of Terminus, which developed first into Marthasville and then into Atlanta was born, George Washington Collier was farming and doing a little carpenter work building houses for others. He was the first regularly appointed postmaster of the village[27] much to his own astonishment, and thereby hangs the story of 'Silverman's Corner.'[28] Mr. Collier wanted a post office, so he bought that property for a little bit of money, and thereon erected a wooden building, reserving a space about the size of a telephone booth for the post office and renting the remainder of the building to a woman who wanted to conduct a boarding house.

"Later a brick building, the pride of the little town, was built, but this was destroyed by Sherman's army and the present structure was put up after the war.

Saw Hard Times.

"During the gloomy days of reconstruction, financial hardships oppressed Mr. Collier, but with a wonderful prescience he looked out into the future and wisely hung to his great realty holdings, which consist principally of land lots 103, 104 and 105 [of the 17th District] north of the city. Much of this touches Peachtree Road, and the whole tract contains over 600 acres, only a very little having been sold. Eight years ago Mr. Collier was offered and promptly refused $600,000 for this property.

"The Aragon [Hotel] was erected by him in 1892, and several times since then Mr. Collier has assumed, with signal success for one so inexperienced along these lines, the entire management of that handsome and popular hostelry.

"It is true that Mr. Collier might long ago have sold his property north of the city to men who would have improved and beautified it, but he steadfastly refused to do this. Perhaps his only motive was to wait and wait, letting the values enhance, but perhaps too, he had come to love the hills in nature's garb, the trees, the flowers and the purling brooks, and was loathe to see all these fade away at the touch of the landscape gardener and the architect.

"It is true that he dressed as he pleased, that he economized, and that he labored daily in his own fields; that he lived much to himself, and that he took few men into his close confidence.

"But it is also true that he was brave and honest, paid his debts to the penny and was worshipped and loved in his own family circle. Millionaire or not, that is considerable to say of a man.

The Funeral Today.

"The funeral will be from the family residence at 2 o'clock this afternoon. Rev. Dr. C. W. Byrd will officiate and the interment will be in West View. The pallbearers will be:

"Dr. R. B. Ridley, Franklin P. Rice, James R. Wylie, C. W. Hunnicutt, Dr. H. R. Jewett, George M. Brown, N. P. Manry, and Judge W. H. Hulsey,

"Five children, three sons and two daughters, survive him. They are: George W., Jr., Virgil and Roy, and Misses Elizabeth and Lula Collier. Their mother has been dead nearly 10 years. Mr. Collier was also an uncle of the late Mayor Charles Collier.

"This much then for George Washington Collier, millionaire, lover of nature or what you will. The gray shadows of the vast forest to the north will miss him; there will be bitter grief in the whimpering voices of the winds, for he has gone on to a stranger journey into a land less known than when he shook the dust of Gwinnett County from his feet and strode out into the wilderness."

NOTES—CHAPTER 81

[1] *Atlanta Journal,* Sept. 30-Oct. 2, 1902.

[2] *Annual Reports, City of Atlanta,* 1904, p. 562; *City Directory,* 1903.

[3] Cooper, *Fulton County,* 667-668.

[4] *Atlanta Constitution,* Oct. 5, 1903; "Garrett's Necrology."

[5] Cooper, *Fulton County,* 710.

[6] Commission Book, Dept., Archives and History, Atlanta; "Garrett's Necrology."

[7] *Ga. Laws,* 1903, pp. 504-509.

[8] *Ibid.,* 72; Cooper, *The Story of Georgia,* III, 386.

[9] Feldman, "Checklist, Atlanta Newspapers," *loc. cit.,* 63; city directories, 1904-1933. Files of the *Independent* are preserved in the Atlanta University Library.

[10] *Atlanta Journal,* Apr. 17, 1932.

[11] *Atlanta Constitution,* Apr. 12, 1903; *Atlanta Journal,* Oct. 30, 1929; city directories, 1900-1905.

[12] *Atlanta Journal,* Jan. 14, 1903; Fuzzy Woodruff, "Piedmont, Grim and Silent, Recalls Many Past Glories," *Atlanta Journal,* Jan. 1, 1929.

[13] Woodruff, "Piedmont Hotel," *loc. cit.;* Medora Field Perkerson, "Gal in the Fountain Found," *Atlanta Journal Magazine,* Jan. 27, 1929.

[14] *Atlanta Journal,* Mar. 14, 1953.

[15] Frank Marsh, "All Saints Episcopal Church," *Atlanta Constitution,* Oct. 30, 1938.

[16] Candler, *Asa Griggs Candler,* 356-363.

[17] Present number of the northbound Crescent Limited, then the New York and New Orleans Limited.

[18] *Atlanta Journal,* Sept. 28, 1903; Herbert G. Monroe, "Wreck of the Old 97," *Atlanta Journal Magazine,* Jan. 6, 1934; Freeman H. Hubbard, *Railroad Avenue,* 251-261; David J. Fant, Litt.D., *Ambassador on Rails, The Life Story of David J. Fant, Engineer-Evangelist* (Harrisburg, Pa., 1948), 119-122.

[19] "Garrett's Necrology."

[20] *Ibid.*

[21] Including the present sites of Ansley Park, Sherwood Forest, and land immediately north.

[22] Still standing on the highest point in formerly Collier's Woods, now Sherwood Forest.

[23] If Collier planted the tree when he was 13, the year was 1826. Decatur was three years old.

[24] *Cf.* Chapter 11, covering the year 1833 in this history.

[25] East side of Peachtree between Ellis and Cain streets.

[26] *Cf.* Section II of this history.

[27] This statement was in error. He was third in succession, but while in office the name was changed from Marthasville to Atlanta. Thus Collier was the first postmaster of Atlanta.

[28] Reference is here intended to the Peachtree Street frontage between Decatur Street and Edgewood Avenue, running back for a distance on both streets. Long known as "Tom Pitts' corner."

CHAPTER 82

1904

THE national campaign for the election of a president in 1904 had the usual features, in Georgia, of a state convention with nominations for governor and state officers. Governor Joseph M. Terrell was re-elected on a platform advocating a reduction of the tax rate.

Thomas E. Watson, of Georgia, was nominated for president by the Populist party. Always brilliant, he was in character during this campaign. Taking up the fight for the free coinage of silver and other measures abandoned by the older parties, he made a vigorous fight. The winner, however, over both Watson and the Democratic nominee, Judge Alton B. Parker, of New York, was Theodore Roosevelt, also of New York, but the son of a Georgia woman.[1]

Nineteen-four brought only one change in Fulton County's official family—W. W. Thompson succeeded J. R. Stamps as coroner—but several changes in De Kalb. R. J. Freeman succeeded B. F. Burgess as clerk, superior court; C. E. Gibbs succeeded S. D. Warren as receiver of tax returns; T. R. Floyd succeeded I. N. Nash as tax collector; D. C. Thompson succeeded J. L. Johnson as treasurer; C. S. Mercer succeeded T. C. Jackson as surveyer, and R. E. Jones, a former coroner, succeeded T. C. Robertson in that office.[2]

New members of Atlanta City Council for 1904 included two aldermen, former Councilman John H. Harwell and George H. Sims, a retail grocer. New councilmen were:

First Ward—Frank A. Hilburn, undertaker.
Second Ward—Fletcher A. Quillian, lawyer.
Third Ward—Thomas H. Goodwin, lawyer.
Fourth Ward—Alexander C. Bruce, architect.
Fifth Ward—Charles J. Bowen, building contractor.
Sixth Ward—Edward C. Peters, President, Peters Land Company.
Seventh Ward—Edgar V. Carter, lawyer.[3]

Atlanta's ministerial officers for 1904 were the same as for 1903, except that Thomas A. Evans succeeded T. J. Buchanan as city warden.

Dr. Charles F. Benson served as Chairman, Board of Health; Frank P. Rice as President, Board of Water Commissioners; Luther Z. Rosser as President, Board of Education, and Dr. Amos Fox as Chairman, Board of Police Commissioners. Joseph Hirsch continued as Chairman, Board of Trustees, Grady Hospital.[4]

The year was quite notable for physical improvements, particularly on the north side of the city and its environs.

On May 23, 1904, in special session, City Council passed resolutions providing for the purchase of Piedmont Park from the Piedmont Park Exposition Company for $99,000, and for an extension of the city limits to the north so as to include most of the park. While there was no opposition to the city limit extension, a sharp debate developed on the proposal to purchase the park.

The heaviest opposition salvo was fired by Councilman Fletcher A. Quillian of the South Side's second ward. He said that he realized that Piedmont Park was worth the money asked for it. As an investment in real estate it was a good thing, he declared, but said Atlanta was not in the real estate business.

He thoroughly believed in parks, but was of the opinion that Piedmont Park was not fitted for park purposes, characterizing it as an "open field." The place was well suited for an athletic park, he thought, but did not think it was the business of the city to operate such a park.

Alderman James G. Woodward supported the park purchase proposal rather grudgingly. He declared that the park would be of great use for expositions, fairs and conventions, and he favored the purchase on this ground, though he thought the city had sufficient parks. Few large cities have more than one park, he said, and Atlanta is well provided for.

Mayor Evan P. Howell declared that he had never been opposed to the purchase of the park except that he was on general principles opposed to buying anything the city was not able to pay for. The agreement on the part of the citizens of North Atlanta (to come into the city) had entirely satisfied him and he was prepared to sign the resolution when it reached him. He estimated that the city would get an increased revenue of $35,000 or $40,000 a year and said this would justify the city in buying the park.

A number of citizens who attended the meeting spoke forcefully for the purchase. Among them were Colonel W. L. Peel, Dr. R. D. Spalding, Alex W. Smith, J. K. Orr, W. H. Venable, and Martin F. Amorous, Hugh T. Inman and Edward C. Peters, members of Council.

The vote on the resolution providing for the purchase of the park, introduced by Councilman Amorous, was taken and it was adopted 9 to 2. Councilmen Quillian and Terrell cast the negative votes. The resolution asking for a charter amendment to extend the city limits was unanimously adopted.

On Monday, June 20, 1904, the purchase was consummated. The terms under which the park was acquired were: $20,000 cash; $10,000 January 1, 1905, without interest; $8,000 January 1, 1906, with interest at 6 percent, and $12,000 by donations in common and preferred stock. The total sum paid for the park (185 acres) was $50,000, and the purchase was made subject to a bonded indebtedness of $60,000, making the actual cost to the city $98,000.[5]

The General Assembly by Act approved August 3, 1904, provided for an amendment to the city charter of Atlanta, creating a new ward, to be known as the 8th ward, and bounded as follows:

> Beginning at the present city limits (near 6th Street) at a point 200 feet west of West Peachtree Street, and running thence northwardly parallel with West Peachtree Street and 200 feet west of said street to a point which would be an extension of a line through the center of Fifteenth Street, thence east along the center of Fifteenth Street to Piedmont Avenue, thence northeastwardly along the east side of Piedmont Avenue to the right of way of the Southern Railway; thence southwardly along the east side of the railroad right-of-way to the present city limits.

It was also provided in the Act that that part of the sixth ward north of the center of North Avenue, and embraced between the fourth ward on the east and the fifth ward on the west shall, in addition to the new territory above described, constitute the new eighth ward.[6]

"Atlanta's Chinese Wall Breached!"

"North Side Dam Broken!" So exulted a number of Atlanta realtors in early 1904 following the sale of Land Lot 105 by Judge John T. Pendleton, administrator of the Estate of George Washington Collier. The present boundaries of the lot are: North, a line running east from the intersection of Peachtree Street and Peachtree Circle to a point on Montgomery Ferry Drive just north of The Prado; South, an east and west line midway between 14th and 15th streets; East, a line running due north from the approximate intersection of Piedmont Avenue and 15th Street to Montgomery Ferry Drive; West, West Peachtree Street. Now the site of the western half of Ansley Park, it was the southernmost of three land lots owned by the late Mr. Collier. Except for a couple of lots at Peachtree and 15th streets, one of which had been sold to the late Dr. Floyd W. McRae, Sr., a son-in-law of Wash Collier's late brother John, the whole land lot had been intact since the original state grant. The original grantee, on November 17, 1825, was Jonathan Carroll. He sold the whole lot in April, 1827, to Anson Kimberly for $50. Kimberly died, and in 1847 his administrators and heirs joined in a deed to George Washington Collier. The consideration for the 202½ acres was $150, doubtless considered at that time a handsome price, being three times Kimberly's purchase price. Only three owners in 80 years. That situation was soon to change.[7]

Shortly after the sale by Judge Pendleton, a great auction sale was announced. The announcement took the form of prominent advertisements in the local press, reading as follows:

THE COLLIER PROPERTY

On Peachtree, West Peachtree, Collier [Lombardy Way], and Fifteenth streets, will be sold at Auction Sale tomorrow [April 24], Monday morning at 10:30 o'clock. The owners of the land have decided to put no price or limit on the lots, but have reached the decision to

Let the Public Appraise the Property

and every lot will be put up and sold on its merits at just what it will bring in the plain, old-fashioned, fair-and-square, free-for-all style.

It is unnecessary to indulge in any word painting; the property speaks for itself and has been sought for many years.

The titles are perfect, the terms easy, one-fourth cash, balance one, two and three years with six percent interest.

Ladies are particularly invited to attend the sale.

E. P. BLACK & SON FORREST & GEORGE ADAIR
E. P. ANSLEY[8]

In reporting the sale on April 26th, the *Journal* said:

"The sale of the Collier property on yesterday was by all odds the greatest real estate auction ever held in the south, the total amount realized aggregating the neat sum of $292,520.

"The will of the late George W. Collier, which was set aside by the superior court, gave to his executors the right to subdivide the property and sell it in lots. After this will was annulled, the estate was taken in charge by Judge Pendleton, the administrator, who, under the strict construction of the law had no right to subdivide it, but was compelled to sell the property [Land Lot No. 105 only] in bulk, and as a consequence could only look to one purchaser for the whole.

"He sold the property to the Southern Real Estate Improvement Company, and the gentlemen comprising this company,[9] who purchased for $300,000, sold on yesterday about one-fourth of the property for practically enough to pay back the cost.

"While the change in the legal status and the management of the estate has caused the heirs to lose a considerable sum of money, the profit will go to the gentlemen who composed this syndicate, and they are being congratulated on all sides upon the good judgment and nerve they have displayed in taking hold of so great an enterprise and carrying it through to such a successful finish.

"After purchasing the property from the Collier estate, the present owners had Robert & Kaufman make a survey and plat of the 70 lots sold on yesterday. In addition to this there remains about 1,500 front feet on Peachtree Street that will not be sold by the company until the lots sold yesterday have been improved, at which time they will be offered at advanced figures. Land which on yesterday brought $60, $70, and $80 a front foot, will, it is believed in the very near future, be considered cheap at twice that sum, and the men who on yesterday displayed to such a great extent their faith in Atlanta's future, will have no cause to regret it.

"It was exactly at half-past ten o'clock when Mr. Forrest Adair, of the firm of Forrest & George Adair, mounted the stand and made a brief statement, reviewing the history of the property; showing the clearness and validity of the titles, and explaining the minor details in regard to the sale.

"At first the bidders were timid and seemed each to be waiting for the other to take hold, and it was not until after Mr. Robert R. Wood had bought lot No. 1 for $7,700 and was offered $800 profit on it, that the crowd began to wake up to a full realization that they were in fact enjoying an opportunity to buy a Peachtree lot at practically their own price. The owners had not limit or reservation, and after each lot was knocked off, the name of the buyer was publicly announced. . . ."

Thus began the subdivision of the princely domain of George W. Collier.

The development of Ansley Park, originally called Peachtree Garden, began later in the year. As improvements got under way, Mr. Ansley bought out his associates. Indeed, during late 1904 he staged a street-naming contest, judged by Mrs. Mary Grant Dickson, Mrs. Bulow Campbell, and Mrs. Michael Hoke, which brought forth the present day designations of La Fayette Drive, Westminster Drive, and The Prado, originally called The Prater, reputedly typical of Vienna.[10]

During the next several years Mr. Ansley spent considerably more than a million dollars developing what came to be known as Ansley Park, an easy place in which to get lost, owing to the irregularity of the streets, but a beautiful residential section withal. Homes were built by substantial Atlantans. For the most part they are still owned by good citizens, and Ansley Park remains today probably the best "close-in" residential section of Atlanta.

Coincidentally with the opening of Land Lot 105 and the beginnings of Ansley Park, Atlanta banker John E. Murphy began the erection of a new home at the northeast intersection of Peachtree and 14th streets. One of the most elaborate ever built in Atlanta, it was a residential landmark for a generation. A few months prior to Mr. Murphy's death in 1924, the home was described in the local press, which said:

"Everyone who passes along Peachtree, and particularly on the way to Piedmont Park, has commented on the beauty of the home of Mr. and Mrs. John E. Murphy at the corner of Fourteenth and Peachtree. The sweeping side lawn, always green and trim, adds much to its advantageous setting. There is an all-around circular porch with Corinthian columns carved and fluted at the top, and through the polished glass front door one glimpses a tiny atrium, with niches for large 'holy jars' on blackveined marble bases. The interior double glass doors open into a broad hallway, paneled alternately in hand-carved mahogany and crimson velvet, showing the monogram of the owners woven in threads of gold. The furniture is teakwood, with chairs having dragons for handles, and each dragon having big mesmerizing eyes. A pier glass in a teakwood frame extends halfway to the ceiling, reflecting the massive table and the cleverly turned mahogany staircase and its red velvet treads. There is a beautiful marble mantel in the hall.

"To the right of the hall is the library, in tones of lustrous mahogany and rich green, the big Chesterfield and easy chairs being upholstered in deep pile velvet. The green panels on the wall have a tapestry finish. In the dining room one finds the same careful attention to color scheme. The long buffet, table and built-in silver and china cabinets are all of mahogany, perfectly carved, and the heavy silk draperies at the windows have undercurtains of net and filet.

"The Egyptian clock adorning the mantel in the dining room is the mate of the one in the library. These clocks represent tall bronze maidens, each holding in her hand a sphere (which is the face of the clock) from which a long bronze pendulum sways from side to side. One ball is green and the other red, and the effect is lovely, indeed. The lighting fixtures in the dining room are most entrancing. There is a mass of lights over the sideboard, and tall standing lamps; but by far the most elaborate is the 'spirit of the vineyard,' an almost life-sized bronze maiden holding in outstretched arms a vine filled with clusters of grapes of translucent glass, which are fitted with electric lights.

"On the opposite side of the hall is the drawing room, in Louis XV style. There are draperies of soft rose velvet embroidered in gold, the work of nuns in a convent in Paris. The walls are paneled in rose tapestry, and the marble mantel reflects a faint bluish tinge. The ceiling is French gray and gold leaf, the work of three Italians whom the New York architects who built the house sent down for the special purpose. There are low French consoles beneath tall mirrors, framed in gold leaf, and dainty cabinets are filled with objects d'art and bric-a-brac from the continent. Frivolous little gilt chairs recall the pomp and ceremony of the courtly French period, as do the delicately-tinted miniatures of the ruler and his bride, in medallion-shaped frames.

"Just beyond the broad circular landing of the stair, and down a step is the music room, of the empire period. It combines old ivory work with gold-framed furniture, upholstered in empire brocade. Here will be found another charming little glass cabinet, with 'seams' of gilt. A very modern touch was given to this room by the ivory set of Mah Jongg which was laid out on a convenient card table.

"The breakfast room opens out of this comfortable sitting room, although one hesitates to call such perfection a mere breakfast room. There is old ivory woodwork combined with gold, and hangings in empire green. The hand embroidered net curtains with their borders of delicate green sprays harmonize well with the chandelier of Tiffany glass blending the colors of ivory and green. The furniture is of red brown mahogany, and a cozy lounge stands between the large windows.

"When you realize that it took eighteen months to carve and complete the interior walls and ceilings of this house beautiful, you feel that the owners have a right to be proud of it. All the rugs downstairs are hand-woven, from Austria, solid in color, with borders to carry out the different color schemes.

"On the second floor are the sleeping apartments of the household. Miss Katherine Murphy, the lovely debutante daughter, has the daintiest of boudoirs in pink with marquisette curtains. There is ivory furniture, befitting such a lovely young girl, and her chaise longue boasts a cover of eyelet work and filet over rose.

"There is a large guest room in colonial style, and an upstairs sitting room, furnished in mahogany.

"On the third floor is the ballroom, handsomely decorated. This room has been the scene of many gay and informal affairs. Scotti and Caruso and Farrar have filled it with their magnificent voices. Here, too, assemble the elite of Atlanta at the yearly Christmas parties for which the Murphys have long been famous. Many of those who once laughed and danced there have passed away. For this reason, Mrs. Murphy cherishes her scrapbook, which contains the lists of her thrice welcomed guests at Yuletide. Long ago, before automobiles honked their way into our lives, her many friends came in their horse-drawn carriages to accept the hospitality of this 'open house.' They were usually invited for 8 o'clock sharp, and the parties lasted until morning, when a breakfast of scrambled eggs, bacon and coffee would be served. Mrs. Murphy's chief concern, however, was for the poor horses outside, and to see that they had warm coverings.

"When one sees Commerce, the ogre, eating steadily into Peachtree, one shudders to think that some day he may gobble up this delectable spot. The house is filled with cherished memories, and the owners are reluctant to give it up. Their beautiful oldest daughter, Julia, now Mrs. Conkey Whitehead, grew up in it, and was married from the French drawing room. Perhaps her sister will preserve the sentiment by following in her footsteps.

"Mrs. Murphy will tell you that very little change has been made in the house since it was built in 1904. As the old saying goes, why attempt to gild the lily or paint the rose."[11]

Today the Murphys are gone, with the exception of Katherine, now the widow of Dr. Julian G. Riley, and living in walled seclusion at Pace's Ferry and Tuxedo roads. The great house at Peachtee and 14th streets stands substantial as ever, but tastefully remodeled and occupied by Commerce, in the form of the Southern Life Insurance Company of Georgia. The broad sweep of the lawn has been somewhat obstructed by the modern home of Tucker Wayne & Company, advertising. Yet, as older Atlantans pass the corner, they will look up and see, in their mind's eye, the Murphy home as it was in its heyday.

While the Murphy home was abuilding and the earth was being shifted around in Land Lot 105, developments were taking place to the north which were to result in "historic" Pace's Ferry Road becoming "fashionable" Pace's Ferry Road.

The James L. Dickey farm, consisting primarily of Land Lots 141 and 142 of the 17th District, approximately 400 acres running along both sides of Pace's Ferry Road between the present Arden Road and Northside Drive, was bought by Mr. Dickey from F. M. Powers on November 24, 1903, for $6,000, or $15 per acre. On May 18, 1904, Robert F. Maddox bought a building site off the east side of this farm, fronting the north side of Pace's Ferry Road and containing 73 acres, for which he paid $6,578, or $90 per acre. About 1911, Mr. Maddox built his present home on this property. Meanwhile, the remainder of the tract was sold by the Dickey estate to the Tuxedo Park Company on May 25, 1911, for $75,000, by whom it was subdivided and sold to city people for country homes at prices varying from $2,000 to $2,150 per acre. Among the well-known citizens who built on Pace's Ferry Road prior to 1920 were Mr. Maddox, Judge W. B. Lamar, Morris Brandon, John W. Grant, James L. Dickey, Jr., William H. Kiser, and James W. Morrow.[12]

Some four months following Mr. Maddox' purchase of his new building site, Pace's Ferry, originally established by Hardy Pace before the days of Atlanta, ceased operation. An iron bridge, financed jointly by Fulton and Cobb counties, and costing about $10,000, was completed in late September, 1904, just below the old ferry crossing. Judge Charles A. Howell, justice of the peace in Collins' District, and a brother of Mayor Evan P. Howell, of Atlanta, was the first citizen of the county to cross the new bridge. Indeed, Judge Howell and other citizens of the district were so jubilant over the completion of the new facility that they gave a barbecue to the bridge contractors, the county commissioners and other county officials.[13]

Physical developments and improvements were the order of the day in the Atlanta area of 1904. In addition to those already mentioned, the Peters Street viaduct was completed and the Magnolia and Edgewood Avenue bridges were begun.[14] Fort McPherson got electric lights in lieu of gas during July;[15] Greenwood Cemetery was chartered, and the East Lake Country Club was opened.

Greenwood Cemetery, now one of Atlanta's largest, and picturesquely situated on the north side of Cascade Road beyond West End, was chartered in late 1904 with a cash capital of $100,000. The incorporators were William H. Brown and James L. Mayson.[16] The first direct interment was made in 1907. Greenwood is distinguished by a large Jewish section and is also the burial place of local Chinese and Greek citizens.

The Chinese lot is enclosed on three sides by an iron-pipe rail fence. In the center stands an obelisk some 30 feet tall. Near its base, and under another inscription in Chinese is the following:

CHEE HUNG TONG
CHINESE
FREE MASONS
SEP. 8, 1911

Many of the indivdual graves on the lot are marked by small headstones, inscribed for the most part in Chinese characters.

The Greek section, comprising about an acre, is surrounded by a hedge. Like the Chinese lot, it was opened in 1911. There are a number of imposing monuments in the area, practically all of which are inscribed in Greek. In the southwest corner stands a small temple, resembling a miniature Parthenon and constructed of yellow brick.[17]

With the trend of the times turning to sports and recreation outside of the centers of traffic and the crowded life of a city, a movement was started in the summer of 1904, that eventuated in the East Lake Country Club. It was to meet the demand of an athletic civilization.

Said the *Atlanta Journal* anent the subject on July 7, 1904:

"Atlanta at last is to have a real, live, up-to-date country club, grounded on the most select pattern and style, with every modern convenience for athletic and social enjoyment for the 500 members desired.[18]

"For this movement the beautiful grounds surrounding East Lake,[19] at least 160 acres of typical country club surroundings have been secured and the spot chosen is an almost ideally perfect one for the undertaking. The purchase price will amount to $25,000 and $25,000 additional outlay will be placed on the erection of a suitable club house. . . .

"The athletic life of the club will embrace every form of outdoor sport. An 18-hole golf course will be laid out and the club will enter the United States Golf Association, holding not only southern tournaments, but drawing to Atlanta the star performers of the entire country in mid-winter tourneys.[20]

"But golf will not embrace the entire category. The finest bowling greens in the south will be erected; tennis courts will be built; gun club recreation for trap and pigeon lovers, and in fact a complete chain of all sports known to modern civilization are included. Then the lake offers attractions for boating and rowing and a modern boat house is included in the prospective plans now under consideration. . . .

"There will be 100 charter members, who are to subscribe $500 [each] for the movement, while the entire membership will be limited to 500.

"On next Tuesday the prospective members of the club will give a barbecue at the grounds, when the first plans of organization will be formally outlined. The grounds have already been toned up with graded work. The approach to the club is scheduled to move by way of Ponce de Leon Circle, with a half-mile speedway leading into the grounds, this built especially for automobilists.

"It is hoped that work can be started underway at once and that everything will be in readiness for the opening by this time, 1905, or by the fall season at least.

"The following compose the subscription list up to date:

"Milton Dargan, H. C. Stockdell, Clarence Angier, J. N. Goddard, Frank Holland, R. L. Cooney, F. P. Gamble, J. W. English, Jr., William P. Hill, Robert J. Lowry, H. M. Atkinson, P. S. Arkwright, Charles A. Conklin and W. G. Humphrey. Mr. Atkinson subscribed for a share for T. Jefferson Coolidge and Gordon Abbott, of Boston.

"Just such a country club is what Atlanta has needed most in the way of recreation, and the new movement should be successful from the very first. . . ."

It was.

As indicated in the plans for the East Lake Country Club, "automobilists" were becoming fairly numerous on the local scene by 1904. One of the first accidents involving a motor car was reported by the *Journal* on Sunday, June 12, 1904, and it indicates that automobiles were looked upon with disfavor in some quarters and not regarded as a permanent institution. The account follows:

"Neither A. B. Steele, the capitalist, J. J. Goodrum, the tobacconist, or Lawrence James, his clerk, the three principals in an automobile smash-up on Peachtree Street yesterday afternoon, were seriously injured, though all experienced a considerable shock. Mr. Steele was at his office later in the afternoon, and both Mr. Goodrum and Mr. James were out last night.

"It is generally understood that the occurrence was an accident, and in view of the somewhat garbled reports that were circulated about it, all parties concerned have described it in detail.

"According to this story, Goodrum and James, in a large automobile, were on their way out Peachtree Street, shortly before 3 o'clock. When they reached Currier Street they overtook an outgoing street car, and as several people were about to board it, Goodrum, who was running the machine, turned it to the left directly across the street.

"At this moment Mr. Steele, who was in a surrey on his way downtown, and on the opposite side of the street, drove between the street car and an express wagon which stood against the curb opposite the car. Just as he came out from behind the car, Goodrum, who had to turn across the street to pass it, ran his machine in the space between Mr. Steele's surrey and the car. Mr. Goodrum saw that he was in a close place and applied his brakes, but for some reason they did not work quick enough. Mr. Steele's driver turned his horse toward the express wagon on the curb so as to let the auto pass, but just as he did so the machine ran into the rear wheel of the surrey, throwing Mr. Steele, Goodrum and James to the pavement.

"The latter two hobbled into Palmer's drug store, where they had their wounds dressed. Mr. Steele, who suffered bruises about his head and on one leg, proceeded downtown to his office. Last night he was resting easily, having recovered from his shakeup. Messrs. Goodrum and James also suffered bruises, but they too were able to be on the street last night.

"When seen last night Mr. Steele talked freely about the accident. . . . 'Yes,' said Mr. Steele, after he expressed a natural surprise that he had escaped with his life; 'Yes, I suppose you would call it an accident. When people decide to become locomotive engineers they first learn their business. It is the same way with other perilous callings—automobile riding, for instance—or rather, it should be the same way.

" 'But, as a matter of fact, it isn't. Women, children, young men—everybody tries to run an automobile. It's one of those things, you know, that looks easy. The automobile is a complicated contrivance, but, as I say, it looks simple enough.

" 'For my part,' resumed Mr. Steele, after intimating that the driver of the automobile yesterday afternoon was somewhat lacking in the art, 'I am in favor of a law against this automobile business. Why, I consider it nothing short of a miracle that I escaped with my life. A person is really not safe with these amateur automobilists turned loose on the streets.

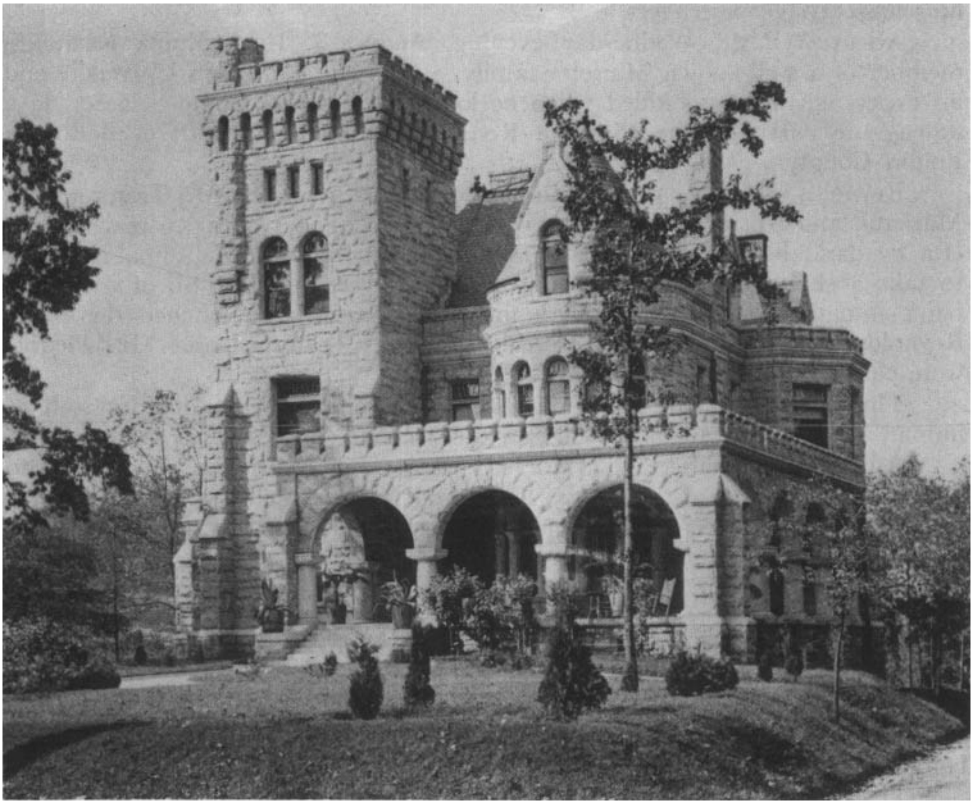
" 'I am of the opinion,' said Mr. Steele with emphasis, 'that the driver of the machine yesterday was as much out of place as I would be turned loose in a power house full of storage batteries.'

"According to information learned last night, the occurrence was one of those accidents that could not possibly have been foreseen. Mr. Goodrum naturally turned across the street to avoid the people about to board the car. Mr. Steele approached at the psychological moment, and the combination of the street car, express wagon and brakes that wouldn't work, accomplished the disastrous result. The automobile, according to reports of eye witnesses, was not going at a high rate of speed, and stopped soon after striking the surrey.

"After Mr. Goodrum had had his bruises attended to, he went downtown and dispatched a note to Mr. Steele regretting the occurrence.

"The automobile was badly damaged, though the horse that drew the surrey escaped without injury."

On June 15th, following the accident, the ordinance committee of council, John A. Hynds, chairman, met to discuss possible regulations governing the speed and operation of automobiles within the city limits. While no ordinance was passed at the meeting, a number of automobilists were present, all of whom were anxious to see regulations adopted. Indeed, after the session, members of the committee were taken for a spin, and shown exactly what automobiling is when properly done.[21]



(*Courtesy Atlanta Historical Society*)

Residence of A. G. Rhodes as it appeared when nearly completed in 1904 at Peachtree Street and Peachtree Circle. Rhodes Center was then far in the future. Accepted by the State of Georgia in 1929 as the gift of Joseph D. Rhodes and Mrs. Louana Rhodes Bricker, children of A. G. Rhodes. Occupied as the State Department of Archives and History since 1930

At a regular meeting of council on June 20th, an ordinance regulating the operation of automobiles, and containing the following provisions, was adopted:

"It shall be unlawful to operate an automobile at a greater speed than eight miles per hour within the fire limits and fifteen miles outside, or greater than a walk at the approaches to Whitehall Street viaduct." It provided that all persons desiring to operate automobiles must get a license from the city clerk for one dollar a year, and that no license shall be issued except to persons showing that they are qualified to operate a machine with safety. It further provided that the automobile shall be numbered, each number registered with the city clerk when license is given, and a number four inches high and two inches wide be displayed conspicuously on the automobile. Violations of the ordinance were to be punished by a fine not exceeding $100 or 30 days' imprisonment, or both in the discretion of the recorder, who was also given the right to revoke and annul the license of any person convicted.[22]

Some five weeks after the first local regulations pertaining to automobiles were adopted, occurred the first recorded fatality in the Atlanta area involving horseless-carriage passengers.

About 7 P.M., Wednesday evening, August 3, 1904, Frank Reynolds, member of a well-known Marietta family, a graduate of Lehigh University and an expert chemist, was killed when he lost control of his White Steamer on a downgrade curve on the Marietta Road about one mile south of Bolton in Fulton County.

Reynolds, driving, was accompanied by his wife, L. M. Trammell, of Marietta, and Miss Elmer George, of North Carolina. Hoping to reach Marietta by dark, he was driving at a high rate of speed. The automobile failed to take a sharp curve and turned completely over, dumping all of the occupants into the road. Just as an ambulance from Atlanta reached the scene, Reynolds died. His wife was critically injured. Trammell and Miss George were painfully but not seriously hurt.[23]

Thus began, in the early days of the automobile, the dreadful toll of human life paid through the years on the account chargeable to speed.

Atlantans, it will be remembered, were given their first opportunity to view motion pictures at the Cotton States and International Exposition of 1895. Few availed themselves of the opportunity, for indeed the operation left much to be desired.

A few years later Smith Clayton, a local journalist, exhibited a film at the Grand Opera House. Called *The Black Diamond Express,* the feature showed a train moving at terrific speed. It often seemed that the roaring engine was coming right off the screen and into the audience, and when the train would round a sharp curve some of the spectators would usually duck behind the seats in front of them. Pictures of a bullfight were next exhibited at the Lyceum before its destruction by fire in 1901.[24]

There was no regular movie house in Atlanta, however, until 1904, when John B. Thompson opened The Star at 36 Decatur Street. This was the first of the so-called "electric" theaters. The venture was apparently successful for in 1906 Mr. Thompson opened The Eldorado at 146 Marietta Street, meanwhile continuing the operation of The Star.[25]

During the following year, 1907, the institution of the electric theater expanded greatly in Atlanta. The *City Directory* for 1908, issued on January 1st, lists the following:

L. Campbell, 100 Whitehall
Davis & Wall, 30 Peachtree
F. Dorn, 60 Decatur
W. E. Flowers, 138 Peachtree
Gayoso (colored), 14 Central Avenue
Orpheum, 146 Marietta
Pastime, 77 Peachtree
Piedmont Park, 905 Piedmont Avenue
J. H. Roll, 127 Whitehall
South Side, 44 E. Hunter

Star, 36½ Decatur
Twin Theater Co., 46 Whitehall
F. P. Upchurch, 5 Viaduct Place
E. Wall, 22 E. Mitchell.

These early electric or movie houses could hardly be dignified by the designation of "theater." For the most part they were housed in store buildings. Screens were generally made of thin, white domestic. In some instances several chairs were nailed together to form rows of seats. Projection booths were, for the most part, small unenclosed balconies. Inquisitive folk would often climb up to see where the pictures were coming from. Others tried to get in back of the screen to see whether or not real people were behind it.[26]

Entire performances lasted for about 15 minutes. The admission charge was generally five cents, providing gross daily receipts of five or six dollars. Patrons brought bags of peanuts and candy with them, and many would sit through four or five shows. The crude projection equipment would often get out of order, and as the picture gradually disappeared the audience resorted to clapping, stamping, hissing and whistling.[27]

City council frowned upon the early moving-picture shows, pointing out that the necessity for absolute darkness created a dangerous atmosphere for young ladies. Many patrons held fast to their pocketbooks, believing that the movies were only a trap to promote the activities of pickpockets.[28]

Reels of the era were in 1000-foot lengths, with three to eight different subjects on each reel. The subjects varied from the laughable adventures which happened to a man suspected of stealing a baby to *The Suburbanites,* a comic film depicting the experiences of Mr. Cityman and his family looking for rest and happiness in the suburbs. *Annabelle the Dancer* was one of the stellar attractions, along with shots of famous boxers or gymnasts going through their acts.[29]

David W. Griffith conceived the idea of moving pictures with a plot, and in that way gave much impetus to the industry. One-reelers took the place of split pictures, and those famous flashes, "Please be patient while we change the reel," and "Just a minute, please," were used extensively. *The Great Train Robbery,* presented in 1903, is regarded as the first attempt to tell a story on the screen, but the idea did not become general until the period between 1907 and 1910.[30]

For some time city laws made it imperative that a chief operator as well as an assistant be employed in every theater, to insure safe and careful operation. These men had to grind the crude machines with one hand and unroll the film with the other. When the original efforts were made to install motor generators, council objected on the grounds that by running the reels faster danger of fire would become greater.[31]

Despite all the attendant crudeness and imperfection, Atlantans soon grew to like moving pictures as a pastime, and local shows began to prosper. Some were managed by entire families, with various members acting as ticket sellers, collectors and operators. Biograph, Vitigraph, Kalem Selig, and Lubin were the outstanding producing companies of this period.[32]

Highwater marks were reached in 1911 and 1914 with the opening of the Montgomery Theater and the production of *The Birth of a Nation,* respectively.

The Montgomery, located at 87 Peachtree Street, was the most elaborate local motion picture house of its day. Decorations were ornate and included lights resembling flowers. A four-piece orchestra in tuxedos lent additional atmosphere. Visitors from neighboring cities came to view this theater of wonders, of which Harry C. Dorsey was manager.

The great silent epic of the War Between the States, *The Birth of a Nation,* consisted of twelve reels and cost $90,000 to produce. It was brought to Atlanta approximately 40 different times, and between 1914 and 1929 is said to have earned about $18,000,000.[33]

Atlanta, child of the railroads, got a new line in December, 1904, when the Seaboard Air-Line, after a year's work, completed its link between Atlanta and Birmingham.

Since the old Georgia Pacific, now Southern, had been built between the two points more than 20 years before, no rail competition had existed on this important run, and the new facility was heartily welcomed by shippers and passengers alike.

The Seaboard's Birmingham line, just under 10 miles shorter than that of the Southern, crosses the Chattahoochee River at an historic point—the site of the old Montgomery, later DeFoor's, ferry—and within a stone's throw of the ancient village of Standing Peachtree.

The first train, a 20-car freight headed by engine No. 551, left Atlanta from the Seaboard freight station at the foot of Spring Street at 5 P.M., Monday, December 5, 1904. It was in charge of Trainmaster Y. M. T. Martin, Conductor J. C. Lockett, and Engineer Elliott. In Birmingham, the arrival of the train was a gala event, with the Commercial Club and the Board of Trade taking part in the celebration. Passenger service over the new line was inaugurated on January 9, 1905.[34]

During 1904, before the Seaboard completed its Birmingham line, steps were taken by the Atlanta Chamber of Commerce, then headed by Robert F. Maddox, to bring about a reduction in railroad freight rates to and from the city. At a meeting of the Chamber held in the Piedmont Hotel on May 3rd, resolutions by Hoke Smith were adopted in support of the Atlanta Freight Bureau and asking that the Georgia Railroad Commission present the matter to the Interstate Commerce Commission.

At a subsequent meeting in October resolutions were adopted to the effect that the Chamber of Commerce ask the Mayor and Council and the County Commissioners to grant the railroads no concessions or franchises for their desired extensions until they had made an adjustment of freight rates fair to Atlanta. Both the Council and the Commission acceded. The resulting situation led to sharp discussion and some bitterness, but through the good offices of Samuel M. Inman executives of the roads serving Atlanta agreed to a conference to be held here in November and December, 1904. It bore fruit. On February 1, 1905, Atlanta was given a horizontal reduction of rates estimated at a million dollars a year. The ancient battle against discriminatory freight rates was not ended, but progress was being made.[35]

A most unusual controversy arose in Atlanta during November, 1904, which involved the ancient and honorable name of Smith. Telamon Cruger Cuyler Smith, the socialite son of Henry Hunter and Estelle Cuyler Smith, exploded a bomb in Atlanta's social circles by filing a petition in the Superior Court setting forth his reasons for desiring to change the order of his names, and to become Telamon Cruger Smith Cuyler.

Scarcely had the papers been filed before opposition in no uncertain terms was aroused by Jasper N. Smith, familiarly known as "Uncle Jack," a native of Walton County, and creator of *The House That Jack Built* and *The Bachelor's Domain*. But "Uncle Jack" was no bachelor. One of his daughters, Anna, was the wife of the late Captain Thomas J. Donaldson. He had another claim to fame, too, in that he steadfastly defied convention by refusing to wear a necktie.

In setting forth his reasons for asking to reverse the order of his baptism, and become Telamon Cruger Smith Cuyler, young Telamon declared:

"The name of Cuyler is very dear to descendants of these honored men, and for this reason they are desirous of keeping the name from becoming extinct.

"There are now but few Cuylers in the United States, and the name of Cuyler at this time (1904) is now extinct in Georgia, and very nearly so in America, and your petitioner, through the solicitation of the only living survivors of the time-honored name of Cuyler, desires his, his wife's and his child's names changed from Smith to that of Cuyler, and that both he, his wife, and heirs be henceforth known by the name of Cuyler, and they be allowed to inherit in said adopted name of Cuyler."

"Uncle Jack" Smith had scarcely read the sensational story, which occupied space on the front page of Atlanta papers and was telegraphed to California, where Telamon Cruger Cuyler Smith married, and to New York, where he spent much of his time, than he burst into print in opposition to the petition, swearing that he would enjoin Telamon Cruger Cuyler Smith from in any way changing or altering the sequence of his baptismal name.

"I am still wrought up over losing Telamon Cruger Cuyler Smith from the Smith family," said "Uncle Jack," who, incidentally, was not related.

"In addition to Reuben Arnold and Hoke Smith, I have employed one of Georgia's brilliant lawyers and silver-tongued orators, Colonel Eb T. Williams, to represent me and six million other Smiths in the United States to help save Telamon Cruger Cuyler Smith from the awful fate and utter oblivion into which he is about to plunge.

"I have cited many of the great men of the Smith family who have won renown in the national councils and President's cabinets. They need no eulogies from me, but I want Cuyler to remain in the family to represent the Smith family in the realm of society and as an authority on shirt waists, what sort of scarfpins to wear and how to ride horseback.

"As the beautiful Pocahontas fell on the prostrate form of Captain John Smith in Virginia and saved him from a death at the hands of her irate father, so I wish to rush in and rescue as a brand from the burning Telamon Cruger Cuyler Smith.

"The honored name of Smith is illustrious from the Atlantic Slope to the Golden Gate; from Tybee Light to Uberdam, and the name of Cuyler compared to it is as a lightning bug compared to the comets that blaze in glory through the heavens of our midnight skies.

"This proud heritage, instead of being appreciated by Cuyler, is to be sold for a mess of Cuyler pottage.

"Oh, I am going to rescue Cuyler from the ruin and oblivion of obscurity if I have to put up the *Bachelor's Domain* and the *House That Jack Built.*"

Cuyler was in New York when he read in the then *New York World* of "Uncle Jack's" frenzied opposition, and in reply was quoted in that paper as saying:

"I don't care what the people say or think about me changing my name. I don't intend to pay any attention to them. I don't know this man Jack Smith who wants to prevent me from changing my name. I think he must be crazy."

No sooner had the story in *The World* been reprinted in the Atlanta papers than "Uncle Jack" again went on the warpath and swore that his friendship for Telamon's father, the late Henry H. Smith, would not permit him, another Smith, to have the name of Smith transposed as Telamon sought to do.

"No, I am not crazy yet," said Jack Smith, when he read the clipping in the *New York World* quoting Cuyler, "but I guess I soon will be if I have to think about Telamon Cruger Cuyler Smith daring to change his name.

"Now, I don't know that Cuyler boy, so I don't want to say anything about him, but I knew his father. He was a good man; a man in every sense of the word; a scholar, a gentleman, and a fighter, too.

"At the reunion [Confederate] he couldn't talk a minute without mentioning his son Cuyler, and here the son wants to get away from his father's name.

"So, he thinks I'm crazy! Well, I am crazy enough about his old father, whose name he wants to shake or move back a peg or two, to fight his petition. I'll make him prove his father stole a shoat or a mule before I let him move his name. So, he thinks I am crazy! Humph!"

And so, the verbal and legal battle lasted for nearly a year, until in October, 1905, the late Judge John T. Pendleton signed the order changing the arrangement of names. From thenceforth until his death in June, 1951, Telamon Cruger Cuyler Smith was known officially as Telamon Cruger Smith Cuyler or, for brevity, simply as Telamon Cuyler, a bon vivant to the last.[36]

The death roll for 1904 included a number of old and prominent names. Among the deceased were Green B. Roberts, native of Putnam County, a local resident since 1857, railroad man, express official and realty owner; Chesley Bostwick Howard, Sr., Confederate soldier, planter, and a native of Baldwin County; Judge James A. Anderson, lawyer, prominent Odd Fellow, Confederate soldier, newspaper man, chief of police, city recorder, and city attorney; Paul Romare, the Swedish-born mariner, who, after fighting for the Confederacy from South Carolina, came to Atlanta and ultimately became president of the Atlanta National Bank; Dr. Virgil O. Hardon, noted physician and a native of Mansfield, Massachusetts; Frank M. O'Bryan, well-known attorney and first subscriber to the Henry Grady monument fund; Major James Dunwody Jones, born in McIntosh County, wounded at First Manassas and Malvern Hill while serving the Confederacy, a resident of Atlanta since 1870, and the father of several children, including Jno. Ashley Jones, of Atlanta; James David Collins, of Bolton, former clerk of Fulton Superior Court and a County Commissioner, a son of pioneer Atlanta merchant James A. Collins; Frank H. Richardson, noted newspaper man and editor-in-chief of the *Journal* from 1889 until his death; Dr. Henry McDonald, born in Ireland, pastor of Atlanta's Second Baptist Church for 18 years beginning in 1881; James Bridge, wholesale grocer, a native of Maine and a son-in-law of pioneer citizen Alexander W. Mitchell; Beverly Roper, realty owner and a resident since the 1840's; Thomas H. Northen, only son of former Governor W. J. Northen, and a prominent real estate man; George Washington Jack, born in Cobb County, a twin brother of the late F. M. Jack, and with him, proprietor of the well-known Jack's Bakery.[37]

Others were Abraham Rosenfeld, pioneer German-born clothing merchant; Captain William S. Everett, prominent wholesale dry goods merchant, accidentally killed when thrown from his buggy at Peachtree and Houston streets; E. N. Kimball, died in Boston, Massachusetts, a brother of the late H. I. Kimball, and associated with him in local Reconstruction period projects; Captain Isaac S. Boyd, Confederate veteran, one-time school teacher, furniture manufacturer, insurance man and proprietor of the Southern Saw Works; John Oliver, native of New York State, soap and cotton oil manufacturer, a promoter of the Brady Union stockyards, and a Director of the Seaboard Air-Line Railroad and the Lowry National Bank, father of John S. Oliver, now president of the Georgia Savings Bank & Trust Company; Colonel Samuel Weil, born in Germany, an Atlanta lawyer since 1870, and several times president of the Hebrew Benevolent Congregation; Columbus A. Pitts, ante-bellum Atlanta contractor and builder, and a son-in-law of Joseph Winship; Robert Dohme, a son-in-law of Colonel Mark A. Hardin, well-known fancy grocer, Union veteran of the War Between the States, and brother of William and John Dohme, of the large drug firm of Sharp & Dohme in Baltimore; Edwin G. Moore, a native of Person County, North Carolina, and noted post-bellum Atlanta educator; Clarence E. Moore, well-known city official, politician and a gifted writer, brother of Mrs. Lollie Belle Wylie; William E. Sims, a pioneer Fulton County citizen from whom the community of Simsville on the River car line takes its name; John Moser, German-born fresco painter and architect, who drew plans for the 1881 St. Philip's Church at Washington and Hunter streets; James P. Harrison, printer and former publisher of *The Christian Index*, killed in a railroad accident near Ball Ground, Georgia; Major Robert Schmidt, a native of Dresden, Saxony, and a pioneer local official of the Central Railroad; Dr. Ely Griffin, old-time south Fulton County physician; Joseph T. Eichberg, prominent dealer in gas and plumbing fixtures, a native of Germany, and active in the affairs of the G.A.R., and the Rev. J. L. Tillman, Methodist minister, traveling evangelist, and father of the late Rev. Charlie D. Tillman.[38]

The opening days of 1904 brought to a close the careers of two of the brightest military lights of the late Confederacy, both Georgians. General James Longstreet, "Lee's War Horse," died at his home in Gainesville on January 2nd, and is buried in that city. General John B. Gordon, "The Chevalier Bayard of the South," followed his old comrade-in-arms exactly one week later, on January 9th.

Gordon had gone to his winter home on Biscayne Bay, near Miami, for the 1903 Christmas season to take a much-needed rest. On the morning of January 6th he was stricken ill with chills and a high fever. Growing progressively worse, he passed away on the night of the 9th, surrounded by his wife and four living children.

The announcement of the General's death brought forth a flood of telegrams expressing condolence and sympathy—so many in fact that the local telegraph office in Miami had to stay open all night. This one came from the President:

"I was greatly shocked and grieved at the report of Gen. Gordon's death. I had the honor to number him among my personal friends and to have entertained him at my house. A more gallant, generous and fearless gentleman and soldier has not been seen by our country.

THEODORE ROOSEVELT."

The funeral train arrived in Atlanta at dawn on January 13th. That morning the *Constitution* reminded its readers:

"Hats off! Gordon comes home today."

Despite the bitter January cold a huge throng filled the Union Depot and the surrounding streets as the train rolled in. The official escort was composed of Stephen D. Lee, the new Commander-in-Chief of the United Confederate Veterans, and the Confederate veterans on the Atlanta police force and in the State militia. As the casket was removed and borne to the hearse drawn by four white horses, thousands stood with bared heads and bowed in reverence. Before the pallbearers reached the hearse, an old veteran approached the casket and, removing his jacket, asked in tremulous tones, "May I lay it on the coffin just one minute?" His request was granted; and, as he lifted the jacket and slipped it on again, he said between sobs, "Now thousands couldn't buy it from me!"

The funeral procession moved to the State Capitol. The casket was placed on a catafalque under the rotunda, where all that day and far into the night it was viewed by thousands.

The following morning, January 14th, at 10 o'clock, memorial services were held in the Georgia House of Representatives Hall. At noon Confederate veterans bore the remains across the street to the Central Presbyterian Church, where services were held by Dr. Richard Orme Flinn. The Rev. J. William Jones, who had been Chaplain General of the Confederate Army and who had known Gordon intimately during the war, pronounced the benediction.

The ceremony at Oakland Cemetery was simple as befitted the exercises for one whose life needed no eulogy. Only brief prayers were said, while mourners from far and wide stood with bared heads in the bitter cold wind and watched the body lowered into the grave. Taps were sounded by Fay Wilson, who had performed the same service for President McKinley three years before. Muffled drums beat "the soldier's last tattoo." When the casket had reached the bottom of the grave, a single gray-clad veteran spontaneously began, and thousands of others joined in singing *Nearer My God to Thee.*

In this spirit Atlanta, the south and the nation, mourned the passing of John Brown Gordon.[39]

Gordon's widow, the former Fanny Haralson, survived her distinguished husband by 27 years, joining him at historic Oakland Cemetery on April 28, 1931.[40]

The old Gordon home, "Sutherland," situated on a hill fronting the north side of De Kalb Avenue in Kirkwood, was long a landmark in that section. The great columned frame structure had replaced an earlier Gordon home on the same site destroyed by fire in 1899. At various times through the years patriotic organizations had sought to buy the property and preserve the home as a shrine. None of these efforts ever bore fruit, and "Sutherland," in disrepair, and a mere ghost of an era that was, fell prey to housewreckers in 1942.[41]

NOTES—CHAPTER 82

[1] Cooper, *Story of Georgia,* III, 388.

[2] Commission Book, Dept., Archives and History, Atlanta.

[3] *Annual Reports, City of Atlanta,* 1904, p. 562; *City Directory,* 1904.

[4] *City Directory,* 1904.

[5] *Atlanta Journal,* May 24, June 20, 1904; *Cf.* Chapter 65 of this history.

[6] *Ga. Laws,* 1904, pp. 342-343.

[7] *Atlanta Journal,* Apr. 10, Apr. 17, 1904.

[8] *Ibid.,* Apr. 24, 1904.

[9] Primarily, Walter P. Andrews, E. Lee Douglas, W. F. Winecoff, Hugh T. Inman, and E. P. Ansley.

[10] *Atlanta Journal,* Dec. 20, 1904.

[11] "Home of Mr. and Mrs. John E. Murphy," *Atlanta Journal Magazine,* Nov. 11, 1923.

[12] Atlanta Chamber of Commerce, "The Romance of Atlanta Realty," 1860-1920 (pamphlet); *City Directory,* 1920; O. F. Kauffman & Bro., Map of Fulton County, 1911.

[13] *Atlanta Journal,* Sept. 26, 1904.

[14] Cooper, *Fulton County,* 668.

[15] *Atlanta Journal,* July 15, 1904.

[16] *Ibid.,* Nov. 3, 1904.

[17] The cemetery was visited by Franklin M. Garrett, and all monumental inscriptions copied between Dec. 1, 1933 and Feb. 8, 1934.

[18] Up to this time Atlanta had no "country club" in the true sense of the word. The Piedmont Driving Club, while situated relatively far out, was primarily social, as it still is. The Capital City Club had downtown facilities only, Brookhaven being some years in the future, while the Atlanta Athletic Club, later to own East Lake, had only limited downtown facilities for indoor sports.

[19] Then owned by the East Lake Land Company.

[20] The club was destined to develop the greatest golfer of them all, Bobby Jones, then a child of two.

[21] *Atlanta Journal,* June 16, 1904.

[22] *Ibid.,* June 21, 1904.

[23] *Ibid.,* Aug. 4, 1904.

[24] Nathan Cohen, "Atlanta Scorned First Movie," *Atlanta Journal Magazine,* Sept. 11, 1932.

[25] Based on a careful study of the Atlanta city directories, 1900-1907.

[26] Cohen, "Atlanta Scorned First Movie," *loc. cit.*

[27] *Ibid.*

[28] *Ibid.*

[29] *Ibid.*

[30] *Ibid.*

[31] *Ibid.*

[32] *Ibid.*

[33] *Ibid.*

[34] *Atlanta Journal,* Dec. 2, 5, 12, 1904.

[35] Cooper, *Fulton County,* 355-356; Edgar Watkins, "Geography, Railroads and Men Made Atlanta," *A.H.B.,* XXXIII (Oct. 1948), 77.

[36] "Garrett's Necrology;" "E. E. Dallis Recalls Hot Court Controversy When Col. Cuyler Dropped the Name of 'Smith,' " *Atlanta Georgian,* Nov. 11, 1934.

[37] "Garrett's Necrology."

[38] *Ibid.*

[39] *Atlanta Constitution,* Jan. 10, 1904, *et seq.;* Tankersley, "John B. Gordon," *loc. cit.,* 535-541.

[40] "Garrett's Necrology."

[41] Oliver Keller Morton, "Tearing Down Gordon's Home," *Atlanta Journal,* Oct. 11, 1942.

CHAPTER 83

1905

THE most sought-after spot in the city of Atlanta during the early fall of 1904 was the mayor's chair. Five candidates, including two former mayors, fought white hot campaigns to occupy that spot during 1905 and 1906. The two former occupants were John B. Goodwin and James G. Woodward. The others were Harry C. Stockdell, a fire insurance man, Dr. Thomas D. Longino, a veteran of Wheeler's Cavalry, C.S.A., and James L. Key, a young lawyer.

Three leading issues of the day were put before all of the candidates for office, including councilmen. Nearly every candidate gave favorable replies to the questions, which were:

1. Do you favor the erection of the Washington Street viaduct through the purchase by the railroads of Waverly Place[1] at a price not less than fifty thousand dollars, and will you vote against any proposition that does not provide for at least this sum for the building of the viaduct?
2. Will you, if elected, oppose the permanent closing up by the railroads, or other parties, of Nelson Street?
3. Will you aid the Atlanta merchants and manufacturers in their fight against extortionate freight discriminations, and will you advocate giving to the Atlanta Freight Bureau all the moral and financial support that can be legally given?[2]

Personalities were engaged in to a considerable extent. Candidate James L. Key, addressing a large crowd in the Grand Opera House on September 24th, said that he was running a clean, honest race on a clean, honest platform. The bulk of his speech, however, was devoted to the alleged shortcomings of his four opponents.

He characterized Dr. Longino as "a nice gentleman and a good doctor," but warned the Doctor's supporters that if their candidate won they would lose their doctor, since no man could practice medicine and serve as mayor at the same time.

Mr. Woodward was branded as "a perennial candidate who blossomed forth every two years." His labor support was scored on the basis that labor was not organized for the purpose of promoting any man's political fortunes.

Mr. Goodwin was accused of being the candidate of the Brotherton faction in city politics; of wanting to use the mayor's office as a stepping-stone to Congress, and favoring higher taxes.

Mr. Stockdell, on the other hand, was catalogued as the candidate of Captain English, of being unduly biased in favor of the railroads, and for the advocacy of high fire insurance rates.[3]

Betting was freely indulged in. The odds generally were 4 to 5 on Stockdell, 7 to 5 on Goodwin and Woodward, 4 to 1 on Key, while Dr. Longino was put down as a dark horse and no bets offered.[4]

All of the candidates were confident of victory, but when the ballots were counted James G. Woodward was the winner by 168 votes over the runner-up, Harry C. Stockdell. Goodwin, Longino and Key trailed in that order.[5]

Commented the *Journal:*

"The announcement of the vote precipitated a demonstration that lasted for 30 minutes and never subsided until Mayor-elect Woodward appeared at a window on the second floor of the *Journal* office and made a speech. As he stepped to the window the great multitude of voters sent up a cheer that fairly shook the center of town. Not until Mr. Woodward stretched forth his hand and beckoned for quiet did the demonstration cease. There were cries of "Quiet, quiet! Hear him, hear him!" and a deathly silence fell upon the crowd. Mr. Woodward then spoke for several minutes, thanking the people for their votes and expressing his deep sense of appreciation. Wild enthusiasm followed and Mr. Woodward was placed in a big chair and carried triumphantly through the streets of the city. The like of the demonstration has never been seen before in Atlanta.

"Single-handed and alone the race was won. Both wings of the police board [English and Brotherton] and their allied influences were against him. The corporations were against him. The working people were for him, and his election is a splendid victory for the hosts of labor. . . ."[6]

New aldermen elected at the same time were J. Sid Holland, Joseph Hirsch, John N. McEachern, and Edward C. Peters.

New councilmen were:

First Ward, Alfred L. Curtis, retail druggist.
Second Ward, Howard Pattillo, fire insurance.
Third Ward, William Oldknow, poolroom proprietor.
Fourth Ward, Frank O. Foster, manager, S. S. White Dental Manufacturing Company.
Fifth Ward, William W. Draper, real estate.
Sixth Ward, William D. Ellis, Jr., lawyer.
Seventh Ward, Charles A. Wikle, retail druggist.
Eighth Ward, Henry C. Bagley, life insurance, and William H. Patterson, securities.[7]

Atlanta's ministerial officers for 1905 were the same as for 1904, except that during the year Police Chief John W. Ball was deposed by the board of police commissioners in favor of Captain Henry Jennings, a veteran member of the force. Chief Ball was soon appointed to the position of deputy solicitor, criminal court of Atlanta. Later he served the Fulton County sanitary department for a number of years.[8]

Sixty years after pioneer citizen Jonathan Norcross came to Marthasville and erected a one-story frame general store at Peachtree and Marietta streets, and nearly twenty years after the first drink of Coca-Cola was served on the site, the Fourth National Bank completed its palatial home on that historic corner. The new building, of the Italian Renaissance style of architecture, and sixteen stories high, was completed by January 1, 1905, and was soon occupied by the bank.[9] The same building, remodeled and enlarged, now houses the old Fourth's successor, the First National Bank of Atlanta.

During early February, 1905, the city was paralyzed for several days by the worst snow and ice storm on record up to that time. The heavy weather began on Friday, the 3rd. By Sunday the trolleys were out of business, schools closed, telegraph and telephone wires broken, trees twisted, trains and mails delayed, and great suffering and inconvenience stalked the streets. Reported the *Journal* on Monday, the 6th:

"The ice and sleet which covered the ground since Friday night began to thaw at noon, relieving the business lock-up to a great extent.

"The street cars which have been tied up since Sunday afternoon, began operating at 1:20 o'clock this afternoon. Cars on all lines except Decatur, Lakewood, College Park and the River will be running on schedule time by 4 o'clock.

"The schools, which have been closed today on account of the slippery condition of the streets will be open as usual tomorrow.

"Telephones, which have been out of service since Sunday morning, are being repaired as rapidly as possible by both telephone companies.[10] Telegraph wires, which have been down all over the country, are working better and communication will be opened up with all points by tomorrow.

"The electric lights will be on in the business section of the city by tonight, and very probably those in the residence sections, if it is possible to get the wires fixed.

"The poor people have been looked after as well as possible by Chief Joyner's relief organization, the city warden and the Salvation Army.

"Coal and wood wagons have been on the go all Sunday and Monday and the coal famine is somewhat relieved.

"Railroad trains have been somewhat late, but the tracks have been cleared, and the various officials announce that by tomorrow the usual schedules can be made without loss of time.

"Very few injuries have been reported, although there have been many falls on the ice. Coasting parties were numerous before the thaw-out began, and a number of people were seen yesterday in sleighs.

"The weather office was unable to make any predictions today as no reports were received from other sections, but the belief of the local office is that the cold wave is broken.

"All indications point to a thorough thaw-out by tomorrow night."

Shortly after this prediction, the storm came again on Tuesday night. By Wednesday morning, the 8th, the city was paralyzed again. No street cars ran. There were no electric lights outside of the fire limits, where the wires were underground. Practically every street was blocked by fallen trees and poles. Mail boxes were even frozen shut, but one enterprising office boy, to avoid walking to the post office, thawed the box on the Whitehall viaduct open with a candle. Shade trees all over town were ruined. Tall buildings were roped off so as to protect pedestrians from falling blocks of ice. The Candler building site, long regarded as the coldest point in Atlanta, justified its reputation. The building, then under construction, was coated with some three inches of ice. Physical damage suffered by the various public utilities ran into the hundreds of thousands of dollars.[11]

By the end of the week warmer weather came and the city gradually dug itself out from under ice, snow, fallen trees and the vast tangle of fallen poles and wires. It was a rough week in Atlanta.

Not long before his death, which occurred on August 6, 1905, Captain Evan P. Howell announced his intention of subdividing his handsome estate of ten acres, "Woodlawn," at the northeast corner of Gordon and Peeples streets.[12]

Before his intention could be realized, however, death came, and a movement was started in the fall of 1905 by certain citizens of West End, including

Fred Wagener, John N. McEachern and W. B. Disbro, to purchase the grounds and convert them into a city park. A fund of $5,000 was raised by subscription and this equity was presented to the city on condition that it pay the remaining $10,000 and maintain the place permanently as a public park. The gift was accepted by the city and Howell Park was established.[13]

The old Howell mansion still stands, remodeled and converted into an apartment.

Atlanta's importance as a railroad center was augmented in 1905 by the arrival of the Louisville & Nashville, though the way had been paved for its entry into the city some years before.

(Collection of Franklin M. Garrett)

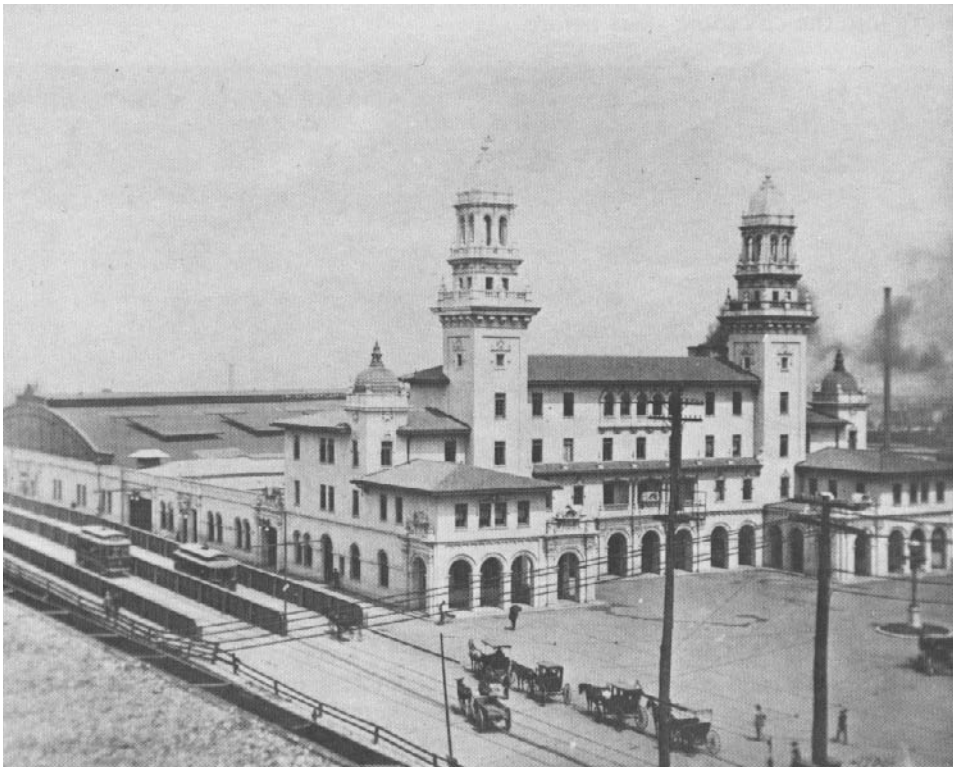
Stalled street cars, broken wires and deserted streets mark record snowfall of 1905. Peachtree Street looking south between Poplar and Walton streets. Rose's Distillery center background.

Under an Act of the General Assembly of Georgia approved October 9, 1885, the Marietta & North Georgia Railroad Company was granted the right to occupy a part of the right of way of the Western & Atlantic Railroad from Marietta to the Marble Mills and to make a physical connection with the W. & A. at Marietta. Subsequently, the M. & N. G. went into bankruptcy and was sold in October, 1896, to the Atlanta, Knoxville & Northern Railway Company. By virtue of a contract dated November 17, 1903, between the Nashville, Chattanooga & St. Louis Railway (lessee of the W. & A.) and the A. K. & N., the latter obtained trackage rights over the W. & A. between Marietta and Atlanta.[14]

The Atlanta, Knoxville & Northern, under its charter from the State of Georgia, built a new low-grade line from Knoxville, Tennessee, which entered Georgia near Chatsworth in Murray County and connected with the Western & Atlantic at Junta, about a mile north of Cartersville. By contract dated December 12, 1904, the A., K. & N. obtained trackage rights over the N. C. & St. L. from Junta to a connection with the Georgia Railroad in Atlanta.[15]

Meanwhile, the increasing development of its properties by the L. & N. and its affiliated lines (it owned 55% of the capital stock of the N. C. & St. L.), with Atlanta as a focal point, began to create a feeling among the people of Georgia that the state-owned W. & A. was in jeopardy as far as its value as a through trunk line was concerned. It was definitely known that the L. & N.

had made surveys for an independent line from a short distance north of Cartersville, passing just east of Marietta and entering Atlanta near the present Inman Yards of the Southern Railroad. Indeed, it had already constructed a connection, now known as the L. & N. Belt Line, to form a junction with the Atlanta & West Point Railroad. The L. & N. was denied the right by the State of Georgia to build a new line down from Cartersville, since such a line would parallel and compete with the state-owned W. & A.[16]



(Courtesy Atlanta Historical Society)

Atlanta Terminal Station at time of its completion in 1905. P. Thornton Marye, Architect. Note large train shed covering all tracks. Replaced by butterfly shed in 1925

Finally, on February 11, 1905, the L. & N. gained access to Atlanta by purchase of the A., K. & N., together with the trackage rights from Junta to Atlanta held by the latter.[17]

In April, 1905, the L. & N. began to operate trains into and out of Atlanta, thereby making the single-tracked N. C. & St. L. from Atlanta to Cartersville one of the busiest in the country.

Another important local railroad development of 1905 was the opening of the Terminal Station on May 13th. The new facility, sponsored by the Atlanta Terminal Company, designed by Architect P. Thornton Marye, then of Washington, D. C., and built by Gude & Walker, contractors, of Atlanta, was just what Atlanta needed for the old station on Wall Street had been outmoded for at least two decades.[18]

In reporting the opening, which occurred at 3:30 P.M., Saturday, the *Journal* said on Sunday, the 14th:

"Amid the strains of *Down in Dixie,* played by the Sixteenth U. S. Infantry band, Atlanta's new terminal station at Mitchell Street and Madison Avenue [now Spring Street], was formally opened yesterday afternoon at 3:30 o'clock, and this morning at 5:10 o'clock, the first train rolled under the big shed,[19] coming from Washington over the rails of the Southern Railway, and bringing the through mail from New York and the east. . . .

"The station was opened to the public from 3:30 in the afternoon until 10 o'clock last night, and during the six and one-half hours thousands of Atlantans visited the depot, enjoyed the band concert, wondered at the magnificence of the structure, admired the excellent arrangement, marveled at the completeness and praised the Terminal Company officials and the railroads for their munificence in giving the long-suffering people of the Gate City and the traveling public such a splendid depot.

"Twenty minutes after the arrival of Southern train No. 35 from Washington at 5:10 o'clock, two trains pulled from under the spacious shed of the station. They were No. 35, which left over the Atlanta & West Point for New Orleans, and No. 13, which left over the Southern for Cincinnati. Ten minutes later No. 30 left over the tracks of the Southern for Columbus. All of these trains, which will be followed by many others during the day, carried the usual number of passengers.

"The first telegraph message sent out of the new station was forwarded over the lines of the Postal Telegraph & Cable Company, which has a branch office in the depot. The message was sent by Captain James W. English, President of the Terminal Company, to Samuel Spencer, President of the Southern Railway Company in New York. It read:

" 'The Atlanta Terminal station is now open to the public. The people of this section and those who enter Atlanta's gates owe you and the Central of Georgia and the Atlanta & West Point railroads an everlasting debt of gratitude. The first message from the new station.'

"Captain English later forwarded a similar message to Major J. F. Hanson, at Macon, President of the Central, and he followed this with a telegram to Vice-President and General Manager William H. Baker, of the Postal Telegraph & Cable Company, congratulating the Postal Company and its local management on the well-equipped and up-to-date telegraph office the company has established in the terminal station. . . .

"At the auspicious moment when the station was formally opened, Captain English, bank president[20] and capitalist, threw aside his dignity, and Panama hat in hand, led the Sixteenth Infantry band through the main entrance of the station, while the populace, gathered to witness the opening, cheered and applauded.

"Captain English was a soldier in the days of '61 and '65, and the training he received in those days stood him in good stead yesterday when he led the army band through the portals of the depot. With shoulders erect, head back and smiling broadly, the president of the terminal company led the musicians in double quick time through the big waiting room to the train shed concourse, where they were seated. All the while the band was playing *Dixie,* and when the destination was reached Captain English marked time until every musician had been seated and the music ceased. . . .

"When the music ceased, Captain English was urged to make a speech, but he refrained and soon the band was again discoursing strains of sweet music. And while the band played many of Atlanta's oldest and best known citizens crowded around Captain English and congratulations were in order for fully fifteen minutes. . . .

"The occasion of the formal opening was not without humor, and one of these incidents occurred just as the infantry band left the old union station on Wall Street. The new cabs of the Atlanta Baggage & Cab Company were formed in a line at the depot, and headed by the band paraded through the streets to the terminal station.

"The employees of the old station and many members of the old railroad colony, which will continue to use the station, were lined up along the street to view the procession. They were lamenting upon the departure of such a number of old officials and employees. Band Director Klein waved his baton, and the band, with great solemnity, struck up Chopin's funeral dirge.

"The unfortunate railroad men who will continue to use the old station[21] were chagrined, but their mortification soon gave way to laughter when the humor of the incident dawned upon them.

"As the parade moved through the crowded streets, the pedestrians were both pleased and surprised with the excellent cabs in line. Many could not believe their eyes. It was hard for them to realize that simultaneous with the opening of the magnificent Terminal Station Atlanta was also to be given a thoroughly up to date line of public conveyances to haul them to and from the depots.

"Among the carriages, which were built by John M. Smith, a well-known Atlanta manufacturer of vehicles, were patent front depot wagons, so constructed that three passengers may be carried inside; canopy top surreys and two-wheelers of the latest design. The carriages are well made and highly finished, and far surpass any public hacks ever before put into service in the South. . . .

"After arrival of the band and during the concert which followed, people thronged the station, and every part of it was inspected. The spacious waiting rooms were crowded all afternoon and only favorable comments upon its elegance were heard; the train shed, too, which is one of the largest in the country, was admired; while the baggage rooms, the dining and lunch rooms, the express office, and, in fact, every other detail of the terminal station was inspected and praised.

"The visitors to the station were directed and piloted about by the large corps of employees, all of whom were uniformed, wearing suits of green cloth and white caps. These employees were courteous and obliging. . . . Station Master [John D.] Patterson and Assistant Station Master [Walter B.] Blount were on hand all afternoon and evening, and had general supervision of everything going on about the big terminal.

"Every visitor was given a handsome souvenir of the terminal. The souvenir was a steel engraving, in colors, of the depot, printed upon Bristol board. On the back of each card was printed the schedule of the arrival and departure of all trains from the terminal station. It was gotten up by the restaurant department of the depot, which is managed by J. A. Hickey, late of the Pullman dining car service.

"In addition to the souvenir, a copy of timetable No. 1, compiled by Station Master Patterson, was furnished everyone who visited the station. The schedule is in the form of a booklet and is probably the most complete time card ever issued in Atlanta. In addition to the schedules of all through trains, the booklet contains the time of arrival and departure of all suburban trains on both the Central and West Point railroads. . . ."

Coincidentally with the opening of the Terminal Station, the Southern Railway announced the discontinuance of several flag stops, namely, Ponce de Leon, Walker's Mill, Angier Springs, Fair Grounds (Piedmont Park) and Copenhill Park, all between Armour and the old Union Station. What is now the belt line east of Piedmont Park was discontinued insofar as passenger service was concerned, and Southern trains to and from the east began to use the line from Belt Junction (Armour) into the Terminal via the present Peachtree Station.[22]

During the late summer of 1905, in order to speed up its fast trains, Nos. 35, 36, 37 and 38, between Charlotte and Atlanta, the Southern received delivery of several Pacific-type passenger locomotives from the Baldwin Locomotive Works. These engines, the largest seen in the South up to that time, were built to haul 20 Pullmans on a fast schedule. Indeed, in a test on the Baltimore and Ohio, one of them hauled 28 Pullman sleepers 43 miles in 50 minutes. Numbered in the high 1200's these engines attracted much attention in Atlanta[23] and were the predecessors of the famous green and gold Ps-4's of the late 20's and 30's.

Another significant local transportation development of 1905 was the opening by the Georgia Railway & Electric Company of the interurban electric line between Atlanta and Marietta.

The first cars left the corner of Marietta and Fairlie streets and the Court House Square in Marietta simultaneously at 6 A.M., Monday, July 17th, on a schedule of one hour and a half, later reduced to one hour.

One-way fare for the trip was established at 35 cents, though the fare for intermediate distances was as low as 10 cents. From Atlanta the first stop was at Chattahoochee Avenue. Subsequent stops were the Moore property, just south of the river; road near W. & A. R. R., spur track crossing; road just beyond the first overhead dirt-road crossing; road leading from Seaboard station to Carmichael's; road at Brown's still; road near King's; road opposite Lemmon's place; point about half way between Lemmon's place and Smyrna; Smyrna; Belmont; Legg's; Turner's; Fair Oaks; Sibley's; Butler's; Goss Street; opera house in Marietta.

Six new interurban cars were ordered for this service, all numbered in the low 300's. They were 65 feet in length, with seats for 70 passengers. Each car weighed 125,000 pounds and all were geared to run 65 miles per hour. They were equipped with air brakes, air whistles, cow catchers and couplers. The color scheme was dark green with gold striping. Interior finishings were of dark mahogany with reversible cane seats. While conductors running on this line wore the conventional blue uniform, the motormen affected the traditional garb of locomotive engineers, blue overalls with matching jacket and cap.

The new line, two miles shorter than the W. & A. Railroad, made an immediate hit with the public and contributed greatly to the development of the various communities along its right of way.[24]

Indeed, the hourly departures of the big green cars became such an institution that when Miss Sarah Camp, of Marietta, set forth for foreign travel, the social columns announced: "She left for Europe on the ten o'clock car."[25]

The cultural development of Atlanta was set a long step forward on June 28, 1905, when Judge John T. Pendleton, of Fulton Superior Court, granted a charter to the Atlanta Art Association.

The movement leading to the granting of this charter was spearheaded by Mrs. Isaac S. Boyd in 1903, when she and a group of local art lovers met at the home of Mrs. Samuel N. Evins on 14th Street, between Peachtree and Piedmont, to discuss the organization of the Art Association.

A petition for a charter was filed by Attorneys H. A. Alexander, Samuel N. Evins and George C. Spence on November 17, 1904, on behalf of the following charter members:

Mrs. Isaac S. Boyd
Mrs. Edward T. Brown
Mrs. Haralson Bleckley
Mrs. Frank E. Callaway
Mrs. Samuel N. Evins
Mrs. P. Thornton Marye
Mrs. Roby Robinson
Mrs. Walter B. Howard
Mrs. Walter A. Taylor

Mrs. Boyd, née Nannie Seawell, was elected first president of the Association.

During 1905 and 1906, under the energetic leadership of Mrs. Boyd, an art school was established, with Harry Haviland Osgood of the Chicago Art Institute, as director; traveling art exhibits, exhibitions of school work, essay contests on art, and free lectures by nationally known persons, were sponsored. Meetings and exhibits were held in various places, including a building on the site later occupied by the Winecoff Hotel, and in the Alfriend Building on Peachtree at the head of Luckie Street.

During 1907 financial difficulties intervened, and for the next several years only the unselfish interest of a relatively few art lovers kept the Association afloat. Encouragement came in 1916, when it was announced that Lucius Perry Hills, a local writer and artist who died in 1914, had left a bequest of several thousand dollars as the nucleus of a building fund. At about the same time Mrs. Samuel M. Inman offered a $50 gold piece as a prize to stimulate local artists in the work.

For the next few years the primary efforts of the Association were directed toward keeping its work alive and in planning for a museum. In 1922 an Atlanta Art Commission was established. In 1924 the Park Commission of the City of Atlanta voted to give a ten-acre site in Piedmont Park for a city-owned museum, but the property was never used.

It was during the same year, 1924, that the Atlanta Art Association and the Atlanta Chamber of Commerce, of which the late J. J. Haverty was Art Committee chairman, sponsored the first Grand Central Galleries Exhibit at the newly opened Biltmore Hotel. Some $30,000 worth of art was sold in Atlanta, giving great impetus to the local art movement through increased art ownership, and consequently, appreciation.

High tide for the Art Association came in 1926 when, in June of that year, Mrs. Joseph Madison High, widow of the late merchant, gave her home on Peachtree just north of 15th Street to the Association as a museum of art. The generous gift was accepted, and the museum opened in October with the third Grand Central Exhibit. During the same year, under the presidency of J. Carroll Payne, a permanent endowment fund of $74,000 was started, subscribed chiefly by Atlanta business men and by William Randolph Hearst of New York.

Some important landmarks in the annals of the Art Association since that time have been the establishment of a permanent art school, with competent instructors, in 1927; the employment of a full-time director of the museum and school, in 1928—Roland J. McKinney, formerly of the Muncipal Museum, Davenport, Iowa. His successors have been Lewis P. Skidmore, who served some 20 years, and the present incumbent, E. R. Hunter. In 1929 an auditorium gallery was built from the proceeds of the Lucius Perry Hill bequest, which had grown to $16,000. In 1930 the first picture was purchased for the museum, F. Luis Mora's *Spanish Souvenir.* Mrs. Thomas K. Glenn built and donated Memory Lane Gallery in 1941. Throughout the 1940's a number of substantial bequests came to the Association through the wills of Mrs. Thomas P. Hinman, Mrs. Clarinda P. Lamar, Thomas K. Glenn, Henry B. Scott and James D. Robinson, Sr. The Association has likewise secured the properties on either side of the original High residence, being the former Dr. Floyd W. McRae home to the south and the Mell R. Wilkinson home to the north. Eventual possession will be had of the E. P. McBurney residence just north of the Wilkinson place.

Presidents of the Atlanta Art Association, succeeding Mrs. Boyd, and in the order named, have been Clifford L. Anderson, Robert C. Alston, Mrs. Samuel M. Inman, Mrs. Walter Howard, Charlton B. Bidwell, J. Carroll Payne, Robert L. Foreman, James J. Haverty, Walter C. Hill, and Herbert D. Oliver.

From modest beginnings shortly after the turn of the century, the Atlanta Art Association has grown mightily—in membership, in physical assets, and in permanently acquired works of art. It fills an important niche in the cultural life of the Atlanta area and bids fair to expand its sphere of usefulness as time goes on.[26]

The foremost social institution in the Jewish life of the community is the Standard Club. A movement was set afoot in January, 1905, to organize this club, which culminated in its formal organization in the hall of the Hebrew Orphans Home on Washington Street during the evening of March 2, 1905. Original officers were: Isaac Liebman, president; Victor H. Kreigshaber, vice-president; Walter H. Rich, treasurer; David Strauss, secretary, and Leopold Haas, Joe A. Gershon, Milton M. Hirsch, Isaac Schoen, Isaac A. Hirschberg, Jacob Hirsch, Walter W. Visanska, E. K. Kaufmann, Benjamin Z. Phillips, Louis Newalt, and Simon Einstein, directors. The initiation fee was fixed at $50, and the dues at $42 per year.[27]

Commented the *Journal* next day:

> "The auspices under which the Standard starts make it certain that the new club will at once take high rank among the social organizations of the city. The members are great lovers of music, art and social pleasures, and it is certain that the Standard will be the scene of many notable receptions and musicals."

Soon after its organization, the Standard Club acquired the handsome home of the late William C. Sanders, on the east side of Washington Street between Fair and Woodward Avenue, then a choice residential neighborhood. In 1929, with Washington Street on the decline, and most of its membership now living on the north side, the club erected a new home at 400 Ponce de Leon Avenue.

After two decades on Ponce de Leon, the club built its present modern home on a large tract of land north of the city on University Drive near Roxboro Road and a short distance from Brookhaven.[28]

Two of Atlanta's finest present-day hospitals, Emory and Piedmont, began to operate upon a modest scale in 1905.

The second facet of the great project known as Wesley Memorial Enterprises, fostered by Asa G. Candler and his younger brother Warren, was "Christian healing." It found expression in the Wesley Memorial Hospital, forerunner of the present Emory University Hospital.

In late 1903, the North Georgia Conference, meeting at Griffin, approved a strong resolution urging immediate action toward the establishment of a hospital, indicating that $200,000 would be needed for the purpose. Three months later an application was made to Fulton Superior Court for a charter for Wesley Memorial Hospital. In reciting the object of the corporation, the application said: "the establishment in Fulton County of an institution promoting the cause of the Christian religion, education and charity, and particularly for the medical and surgical treatment of all diseases and infirmities whatsoever."

While initial efforts to raise money for the hospital were not notably successful, Asa Candler was not deterred. During 1904, of his own volition, he purchased a location, the ante-bellum home of Marcus A. Bell, long known as the "Calico House," on the southeast corner of Courtland Street and Auburn Avenue. The price paid for the ancient but well-built structure was $17,500.

Bishop Candler chose Christmas Day, 1904, as "Ingathering Day" for the hospital—the day upon which all Atlanta Methodists would be asked to give for the cause. Proudly he announced that his brother Asa had offered to contribute $12,500 if church members of the city would give a like amount. This technique was successful. The money was raised. The renovation and conversion of the "Calico House," involving the addition of a third story, was begun.

On August 16, 1905, Wesley Memorial Hospital was opened with a capacity of 50 beds. Bishop Warren A. Candler was the first president of the Board of Trustees and Miss Stella Shipley first superintendent. The medical staff consisted of 34 Atlanta doctors. Within the next three years a nurses' home was established in a rented house next to Wesley Memorial Church, and a large house next to the hospital was purchased. From then until 1922, these three rather makeshift buildings constituted the plant of the Wesley Memorial Hospital.

As a result of long-sustained effort on the part of Mr. Candler and other public-spirited citizens, ground was broken for a new Wesley Memorial Hospital, facing Clifton Road on the Emory University campus, October 5, 1920. Just 14 days before Christmas, 1922, hospital activities were begun in the new building to which Asa G. Candler had contributed approximately $1,250,000 from his personal funds. The 25 patients then in the old "Calico House" were moved the five miles to Emory, along with hospital personnel, in a fleet of ambulances lent by the morticians of Atlanta.

Adjoining the main building was soon erected the Lucy Elizabeth obstetrical pavilion, financed by the sons and daughters of Mr. Candler in memory of their mother, née Lucy Elizabeth Howard, who died in 1919. To this nucleus was added, in 1929, the Florence Candler Harris nurses' home, built by the nieces and nephews of Mrs. Harris, a sister of Mr. Candler.

In 1925 the deeds and title to Wesley Memorial Hospital were turned over to Emory University, an action expected to enlarge the hospital's usefulness. Soon afterward the name Emory University Hospital replaced the original name.[29]

The subsequent growth of this outstanding hospital, largely made possible by other fortunes derived from Coca-Cola, will be recounted in a later chapter.

Piedmont Hospital, originally Piedmont Sanitorium, was the successor to Amster's Private Sanitorium, and was founded in 1905 by Dr. Ludwig Amster in the former Charles T. Swift home at the northwest corner of Capitol Avenue and Crumley Street.

During its early days Piedmont was almost a private institution, consisting of eight or ten beds in which patients of Dr. Floyd W. McRae, Sr., were hospitalized. In 1908 Drs. E. Bates Block, Michael Hoke and James E. Paullin reorganized the Piedmont Hospital, increasing its size in order that adequate facilities for the care of both medical and surgical patients could be had.

Today Piedmont Hospital, still using the old Swift home, but expanded to a square block, is an exceptionally well-equipped general hospital for the care of general medical, surgical, obstetrical, urological and gastro-enterological patients.[30]

A few years ago the hospital purchased the site of "Deerland," former home of the late Jack J. Spalding on Peachtree Road, opposite Brighton Road. It is contemplated that a much larger and completely modern Piedmont Hospital will be erected on this land in the near future.

The great snow and ice storm of February, 1905, served as an inspiration to a struggling young barrister in Atlanta, Joseph Clayton Logan, junior partner, with Robert Zahner, in the firm of Zahner & Logan. He observed the efforts of the good people of Atlanta to be helpful to their distressed fellow citizens, and noted the overlapping that occurred in the distribution of coal and groceries.

Joe Logan started out as a student in Theology at the old Roanoke College at Salem, Virginia. While so engaged he had a change of heart and switched to the study of law. Upon graduation he made his way to Atlanta and hung out his shingle. As events so often shape the course of men's lives, so the great storm shaped the future career of Joe Logan. He dedicated the remaining quarter of his life to social work.

Later in 1905, after the storm, Logan and a group of citizens came together and as a result of their meeting there came into being a society, which was called the "Associated Charities," forerunner of the present Family Welfare Society, and an ancestor of the Atlanta Community Chest. A modest office was opened in the Gould Building with Joe Logan as secretary, and later on, its guiding spirit.

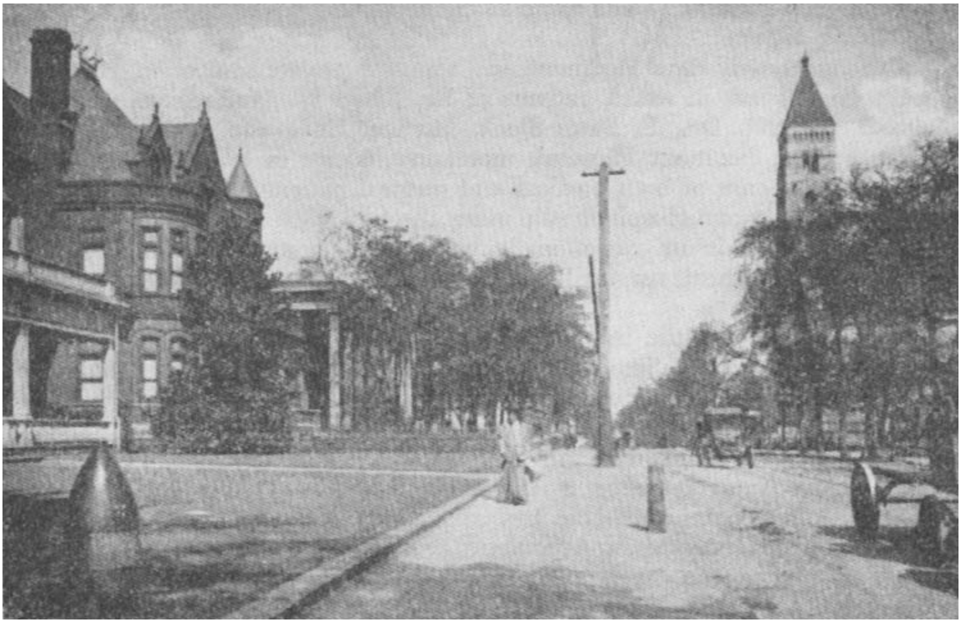
Joe Logan was not a striking-looking man. Small of stature, not well dressed, shoulders slightly stooped, he appeared to be a man of small consequence. But inside there glowed a warmth of human nature rare to find; a yearning to do his very best for distressed humanity. Therein lay his greatness.[31]

Among Joe Logan's many desciples in Atlanta was Kendall Weisiger. Writing of his old friend in 1938 Mr. Weisiger said:

". . . Because of his persuasive way he was able to get many good men and women to back him into putting many of his ideas into practice. Irresistible as he was to men, Joe had a most infectious way with women, who were glad to do his bidding, and who gave him the warmest imaginable loyalty.

"As a social worker Joe Logan, like Athena, sprang full fledged, and he was forever springing into new fields, and always ahead in his thinking—his vision was remarkable, his love of human kind was his motivation, his good sense was his guide.

"Joe was like a pebble dashed by the hand of destiny into a placid pool of smug satisfaction, to ruffle its surface and to start ripples that have advanced in ever widening circles until his influence spread far beyond the confines of his locality, his State, and even his Nation. (John J. Eagan, one of the men that Joe inspired, is better known in far away Japan than he is in America, for there the school children read about him when they learn the English language.)



(Collection of Franklin M. Garrett)

Peachtree Street looking north from Ellis, 1905. Woman in center foreground was in front of the old Capital City Club. Had she remained in the same place until now she would be in front of Davidson's. Tower of First Baptist Church, present site of Regenstein's, right background

"Out of the work that had its beginnings in the office of the Associated Charities on the top floor of the old Gould Building, came practically all of the basic social work that is now going on in this section of the country. Joe's disciples are carrying on in larger ways, and so his influence is still with us and is pulsing strong in the veins of men and women that claim him as their inspiration, and that hail him as the father of right-minded social work throughout the Southeast.

"Upon searching the records of the Associated Charities and its successor, the Family Welfare Society, I found that the society was chartered, not to do relief work, but to coordinate and motivate proper social activities. Thus it was that the society in time came to be the mother of most of the social work in Atlanta. . . ."[32]

The American Red Cross recognized Mr. Logan's abilities, and for some years he served as southern division manager for that organization. He died on March 14, 1926, in Pensacola, Florida, at 48, and now rests from his labors in West View Cemetery.[33]

Friday, October 20, 1905, was a day of great pomp and ceremony in Atlanta, for it was on that day that President and Mrs. Theodore Roosevelt visited the city.

Early on the morning of the big day, and before his arrival in Atlanta, the President visited Roswell, the home of his mother, the former Martha Bulloch. His special train was stopped at Chamblee and switched to the Roswell Branch, where it proceeded to the Roswell depot, located on a hill south of the Chattahoochee River. It arrived at 7 A.M. eastern time, 6 o'clock Atlanta time.

Long before this hour, indeed, from 4:30 on, the streets of the little village were alive with people. Buggies, carriages and mounted men were scurrying and dashing through the streets, while the sidewalks were lined with pedestrians. In the public park people from the rural districts had begun to gather by 5 o'clock. At 6:30 o'clock the reception committee, headed by Mayor W. E. Sherman and Chairman S. Y. Stribling, following a corps of mounted men, commanded by Cobb County Sheriff William J. Frey, a 300-pounder, set out for the depot. U. S. Senator and Mrs. Alexander Stephens Clay were also at the station, having been invited to breakfast with the chief executive and his wife.

After breakfast, President Roosevelt stepped from the rear door of the car, followed by Senator Clay.

"Why, hello, Crockett," cried the President before the Senator or any of the reception committee had an opportunity to resort to any formalities.

He was addressing W. E. Crockett of Marietta, who was in the Rough Rider regiment of 1898, of which the President was lieutenant colonel during the charge at San Juan hill. Mr. Crockett was one of Sheriff Frey's mounted guards. A spirited conversation ensued. The President was then introduced by Senator Clay to the reception committee and others at the depot.

About this time Mrs. J. B. Wing, mistress of the old Bulloch homestead, arrived at the station. She was presented to the President by Senator Clay.

"It is indeed a pleasure to meet you, Mrs. Wing. I am most happy, I assure you. And the old homestead, how is it? I am so anxious to see it and meet the people."

The President and his wife were then led to a waiting landau. In the carriage were Seaborn Crowley, father of the murdered Forest, and Mr. Loeb, the President's secretary. Two secret service men rode on the box with the driver. The cavalcade, led by the landau and Sheriff Frey's mounted men, wound its way down the steep hill leading to the river, crossed on the old covered bridge, replaced some years ago by the present structure, and ascended the long hill into Roswell proper.

As the procession reached the business section of the town, a crowd estimated at 5,000 gave the President a noisy welcome, while the Marietta Gem City Band played *Home, Sweet Home.* Mr. Roosevelt acknowledged the welcome, but was driven directly to Bulloch Hall, the girlhood home of his mother. Here, on the verandah, were gathered the old family servants of the Bulloch family—"Mom Grace" and "Daddy William," and the members of the Wing family.

After a number of introductions, Mr. Roosevelt's attention was attracted by the form of an old Negro woman, stooped under the weight of many years, her skin as black as coal dust. She had quietly appeared upon the scene shortly after his arrival. "And this," said one of the ladies, noticing the expression upon the President's face, "is Auntie Grace."

"Mom Grace, you mean, don't you?" asked Mr. Roosevelt. "I have always heard her called Mom Grace, not Auntie Grace."

"Yes, sah," said the old woman, "dis am Mom Grace, Miss Mittie's nuss, and is you Miss Mittie's son?" she asked.

"Well, Mom Grace, I am Miss Mittie's son, and I am certainly happy to see you," said Mr. Roosevelt very cordially, as he grasped the hand of the old woman.

"I sho 'member Miss Mittie, jus' like it was yestiddy," remarked Mom Grace, "and I sho is happy to see you too."

"Where is Daddy William?" asked President Roosevelt, meaning the old Negro manservant who was raised in slavery by the Bullochs of long ago.

"He here," answered the woman, "but he's deaf," and turning she caught by the arm and pulled forth an old man, also stooped with age, yellow as a pumpkin, and with a little fringe about his face.

"And this is Daddy William, is it?" the President asked, loud enough for the deaf old man to hear him.

"Daddy William" was not very talkative, though much pleased with the greeting. He nodded in reply.

Mr. Roosevelt, accompanied by Mrs. E. H. Wood, postmistress of Roswell, and a sister-in-law of Mrs. Wing, then made a complete tour of the house and grounds.

The presidential party was driven directly from the Bulloch mansion to the park in the center of town, where introduced by Senator Clay and welcomed by Charles W. Reid, the President made an appropriate and well received speech.

The old Presbyterian church where Mittie Bulloch and Theodore Roosevelt were married was next visited. Here, the Rev. Dr. Baker pronounced a blessing over the President.

At Roswell, Mr. Roosevelt made an exception to his usual custom of declining all invitations to visit private residences upon his trips. The exception in this instance was Barrington Hall, the beautiful ante-bellum home of Mrs. W. E. Baker, née Evelyn King. Mrs. Baker had been a bridesmaid at Martha Bulloch's wedding, and the President talked interestingly with her of the marriage of his mother.

From Barrington Hall the visiting party was driven down the long hill to the railway station. As the train pulled out for Atlanta, President Roosevelt stood upon the rear platform, taking one last look at the girlhood home of his mother.[34]

The special train arrived over the Southern Railway on scheduled time—10 A.M., at the new Terminal Station—amidst a great blowing of whistles and ringing of bells. It was met on the platform under the train shed by the reception committee headed by Governor Joseph M. Terrell and Mayor James G. Woodward. As Mr. Roosevelt stepped from the train he was greeted by a frantic waving of silk hats.

The President was dressed in a Prince Albert coat, trousers with a touch of gray in them, and wore square-toed shoes, with a dull polish. He wore a turn-down collar and a dark tie with a blue figure in it. The cord from his eyeglasses was attached in the right lapel of his coat. His dress was simpler than that of any member of his party. His face had a ruddy glow to it and he appeared to be in perfect health, ready to shake the thousands of hands that were waiting to grasp his and to enter thoroughly into the spirit of the occasion. He was to all appearances fully equal to the strenuous day's program which had been mapped out for him by the local committee.

The party entered carriages in front of the station, and preceded by a platoon of the Twelfth Cavalry from Fort Oglethorpe, quickly wheeled out into Mitchell Street. The route to the fair grounds at Piedmont Park followed Mitchell to Whitehall, Whitehall to Peachtree, Peachtree to 14th Street, thence to the park. Throughout the business section, as far north as the governor's mansion at Cain Street, the streets were lined with thousands of people. Buildings along the line of march swarmed with faces and a myriad of flags fluttered to the breeze. The military feature of the parade was striking. All units were in command of Colonel John T. Van Orsdale, of the Seventeenth Infantry. The band of the Seventeenth followed the carriages. The Wedemeyer band came next. Then came the Fifth Regiment and other Georgia troops and the Candler and Governor's Horse Guards. The Fireman's Drum and Bugle Corps, playing martial and patriotic airs, headed the college cadets.

The procession reached Piedmont Park at 11 o'clock, one hour after the President's arrival. The thousands assembled downtown to watch the parade were as nothing compared to the sea of humanity at the park. The President was conducted to the speakers' stand overlooking the race track, where for the next few minutes the military passed in review. On the speakers' stand were President Dudley M. Hughes, of the State Society of Agriculture; Governor Terrell, Mayor Woodward, Senator Clay and the President. They spoke in that order, introducing each other and voicing sentiments of welcome.

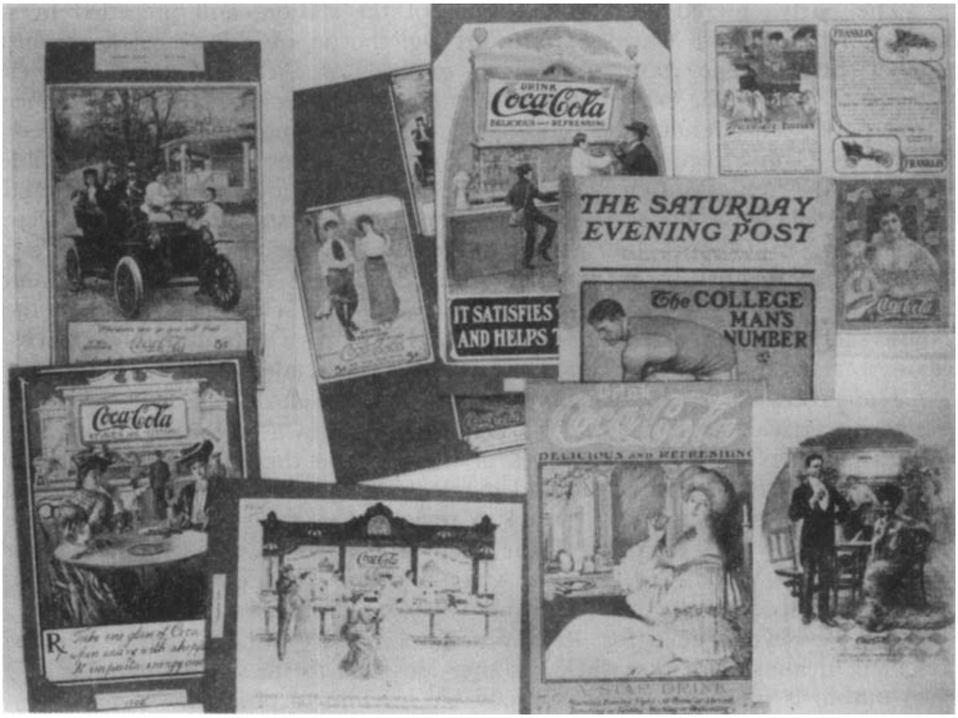
Mr. Roosevelt spoke for 45 minutes upon the questions that conditions presented, dealing with them in a manner localized to the South, pausing only when outbursts of cheers made it impossible for him to proceed.

Shortly after 1 o'clock, at the conclusion of the speech, the presidential party was conducted to the Piedmont Driving Club for luncheon and a reception, to which approximately a thousand guests had been invited. Those seated at the President's table for lunch were, in addition to Mr. Roosevelt, Governor General S. G. Rixey, Governor Heyward, J. C. Greenway, Mayor Woodward, Major Sickels, James R. Gray, Colonel Van Orsdale, Dudley M. Hughes, Captain J. D. Dunwoody, Mr. McWhorter, Mr. Gassells, Mr. Clark, Captain J. W. English, Walter H. J. Johnson, Rev. Sam P. Jones, H. Edwards, H. A. Coleman, K. G. Matheson, Major Harrison, Colonel John Temple Graves, Senator Clay, Secretary Loeb, Colonel R. J. Lowry, Judge Speer, John A. McKenney, Clark Howell, R. H. Hazzard, Colonel L. F. Livingston, Mr. Brown, James Sloan, Jr., W. H. Patterson, R. F. Maddox, Colonel Clifford L. Anderson, Carter Tate, Consul Quellenstein, Professor H. C. White, E. F. Blodgett, J. M. Slaton, Professor W. F. Slaton, Judge W. H. Fish, Mr. Harris, and Bishop C. K. Nelson.

While the exercises at Piedmont Park were getting under way, Mrs. Roosevelt was being entertained at the Executive Mansion by Mrs. Joseph M. Terrell, wife of the governor, assisted by Mrs. Nellie Peters Black, Mrs. W. L. Peel, Mrs. Clark Howell, Jr., Mrs. John T. Van Orsdale, Mrs. Clifford L. Anderson, Mrs. W. W. Gray, Mrs. James Jackson, and Mrs. W. D. Ellis, Sr.

Following the reception, at which Joel Chandler Harris was also an honored guest, Mrs. Roosevelt was taken for a drive out Peachtree before returning to the Terminal Station, where she left for Washington at noon.

At 3:30 P.M. the presidential party left the Driving Club and, in carriages, were taken for a drive over the city including a stop at Georgia Tech, where Mr. Roosevelt spoke to the students.


DRINK Coca-Cola DELICIOUS AND REFRESHING
THE SATURDAY EVENING POST
The COLLEGE MAN'S NUMBER
IT SATISFIES AND HELPS
Coca-Cola
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(Courtesy The Coca-Cola Company)

An Atlanta-born product becomes a national advertiser through the medium of magazines, 1904-1905-1906

That evening at 7 P.M. the President left for Jacksonville via Macon. His special train was piloted on the first leg of the journey by Engineer Edward M. Liddell, one of the Southern's best.

Such, in the main, was the welcome extended by Atlanta and Georgia to the first citizen of the country. Not a detail was missing, not a flaw was discernible in the program arranged and carried out. The general effect was one to be remembered long by those fortunate enough to be enlisted in the assemblage.[35]

Little more than a week following the presidential visit came the announcement, on October 29th, of the largest and most historic gift ever made in Atlanta, and possibly in Georgia. Hugh T. Inman made a present of the Kimball House to his son-in-law, John W. Grant.

After the destruction of the original Kimball House by fire in 1883, the present structure was built by a stock company, the shares of which were held by some 250 persons. Through the years Mr. Inman had acquired all of the

30,000 outstanding shares except four. Two of these were held by Mrs. H. I. Kimball, widow of the original builder, and two by the Savannah Orphans' Home.

The only consideration and condition attached to the gift was that Mr. Grant assume the management of the entire property, pay the monthly ground rentals and defray all expenses for improvements then being made, including the Peachtree entrance, and to be made in the future. The $1,100 ground rentals assumed by Mr. Grant were divided four ways: $600 to his sister, Mrs. John M. Slaton; $300 to Hugh T. Inman, $100 to the John T. Glenn estate, and $100 to the Richard Peters estate.[36]

The hotel is still owned by the heirs of Mr. Grant.

The historical significance of the gift was commented upon by the *Journal,* which said on the 29th:

> "With the Kimball House is associated much, if not all, of the important political history of Georgia since the days of reconstruction, and now that its ownership has passed into the hands of one man politicians will doubtless begin to tell stories of the days when the hostelry was the official mecca to which every legislative axe was carried for grinding. Under the roof of the Kimball many known to fame have rested; artists, soldiers and statesmen have there inscribed their names on the register; lobbyists of private enterprise and public corporations have gathered at its bar; governorships have been awarded within its walls; senatorial togas have been won and lost in its rooms; good fellowship has found companionship; hopes have been dashed in a single night; ambitions have been gratified; in short, everything of the slightest interest to the capital city of the commonwealth has had at least one angle leading to the Kimball."

Nineteen-five took its toll of pioneer citizens. Among the deceased during the year were William G. Forsyth, 84, a resident since 1843, and like his late older brother, Ambrose B., a cotton merchant; the Rev. Harvey Hatcher, a native of Bedford County, Virginia, Baptist divine, Confederate chaplain, and one-time part owner of the *Christian Index;* Russell Crawford Mitchell, pioneer lumber dealer, previously noted; Colonel Seymour B. Love, native of Tennessee, came to Atlanta in 1855 and served as Fulton County sheriff just prior to the War of the 60's. After serving in the Confederate army he became city clerk of Atlanta, and still later was one of the proprietors of the Concord Woolen Mills on Nickajack Creek in Cobb County; James C. Freeman, well-known jeweler and life insurance man, a brother-in-law of Colonel Robert J. Lowry; Captain James Hunter of Decatur, Confederate soldier, and for many years sheriff of De Kalb County; John M. Holbrook, a native of the Ben Hill section of Fulton County, pioneer Atlanta hat store proprietor and, since 1895, a hotel operator at Norcross, Georgia; George A. Ramspeck, a leading citizen and property owner of Decatur; John C. Kirkpatrick, of the pioneer De Kalb family, a veteran of the Battle of Atlanta, and a retired hardware merchant; Major Charles Archibald Dunwoody, for whom the town of Dunwoody was named, born near Roswell and a veteran of both the Mexican War and the War of the 60's; Jacob Emmel, born in New York, came to Atlanta in 1857, where he followed the baker's trade, a former chief of the old volunteer fire department who continued with the paid department after its organization in 1882; Willis A. King, a native of old Campbell County, and the oldest officer in point of service of the city sanitary department; Herbert R. Bloodworth, a prominent young banker who learned the business under John H. James and later became cashier of the Atlanta National Bank; James Carroll McBurney, formerly of Macon, real estate developer and a prime organizer and planner of West View Cemetery, father of the late E. P. McBurney of Atlanta; W. G. Fishback, came to the Battle Hill section in 1860 from Virginia, color bearer of the Seventh Georgia Regiment, C.S.A., and a tailor by trade; George A. Howell, born at Valdosta, Georgia, lawyer, son-in-law of the late Colonel George W. Adair, and father of the late G. Arthur Howell, of the firm of Haas & Howell; Joseph F. "Uncle Joe" Renard, a native of Charleston, South Carolina, and a popular locomotive engineer on the W. & A. R. R. since the 1850's. He was the father-in-law of the late Henry M. Wood, for many years clerk to the Fulton County Board of Commissioners.[37]

Others were Green T. Dodd, a native of St. Clair County, Alabama, came to Atlanta in 1853 and was for 40 years a member of the wholesale grocery firm of P. & G. T. Dodd. He was a former member of council, and served as Atlanta's first police commissioner. The Nellie Dodd Memorial Methodist Church was founded by him in memory of a deceased daughter. Among the children who survived him were Gus T. Dodd and the late Mrs. Dr. William C. Warren, Sr., of Atlanta; Winsor C. McDade, one of the best-known locomotive engineers in the State, connected with the A. & W. P. for 47 years; Columbus C. "Uncle Bud" Kernodle, wit and philosopher, well-known attache of the old Union Depot as baggagemaster and restaurateur; Colonel James L. Winter, native of Pendleton, South Carolina, merchant and a pioneer resident of the Kirkwood area; Captain Lyman Hall, educator, mathematician, and president of Georgia Tech; Willis F. Denny, a talented young architect and son-in-law of Major A. F. Moreland, for whom Moreland Avenue was named; Judge Augustus Lemon Pitts, of De Kalb County, whose old home, "The Cedars," was a well-known landmark in the Panthersville District for two generations; William H. Venable, the owner, with his brother Sam, of Stone Mountain, granite contractor and a former State Senator; Francis Marion Coker, Sr., native of Elbert County, came to Atlanta in the early 70's from Americus, Georgia, and founded the Bank of the State of Georgia, long known as the "Coker Bank"; Captain Cleveland Wilcoxen, graduate of the University of Georgia, a native of Newnan, and long prominent in state military affairs, served in the Philippine Islands during the Spanish-American War; Joseph Gatins, Sr., born in Ireland, moved to Atlanta in 1846 from Savannah, and for 50 years a trusted employee of the Central Railroad. He was a founder of the Immaculate Conception Church and the father-in-law of the late John E. Murphy; Richard B. Jett, a pioneer second-generation member of one of the oldest families in North Fulton County; the Rev. Christopher C. "Uncle Chris" Davis, Confederate soldier and old-time Methodist minister, a native of Buncombe County, North Carolina; Augustus Shaw, born in Jefferson, Georgia, and came with his father, Major George Shaw, to Atlanta in 1847, well-known railroad man and veteran of the Confederacy; Frank A. Arnold, noted lawyer, a younger brother of the late Colonel Reuben Arnold and an uncle of Reuben R. Arnold, of Atlanta, and Captain William Allen Fuller, previously noted.[38]

NOTES—CHAPTER 83

[1] Waverly Place, formerly an offset continuation of East Alabama Street from Central Ave., to Washington Street, is now Produce Row.

[2] *Atlanta Journal,* Sept. 30, 1904.

[3] *Ibid.,* Sept. 25, 1904.

[4] *Ibid.,* Sept. 26, 1904.

[5] *Ibid.,* Oct. 6, 1904.

[6] *Ibid.*

[7] *Ibid.; City Directory,* 1905.

[8] City directories, 1905-1906; *Atlanta Constitution,* Sept. 20, 1932.

[9] *Atlanta Journal,* Jan. 1, 1905.

[10] The two companies were: (1) Atlanta Telephone & Telegraph Co., C. J. Simmons, President, 75 Edgewood Ave. (2) Southern Bell Telephone & Telegraph Co., W. T. Gentry, General Manager, 78 So. Pryor. The former was purchased by the latter in 1919.

[11] *Atlanta Journal,* Feb. 7-10, 1905.

[12] *Ibid.,* May 23, 1905.

[13] *The City Builder,* Apr. 1929, p. 22.

[14] Johnston, *Western & Atlantic Railroad,* 166-167.

[15] *Ibid.,* 167.

[16] *Ibid.,* 74-75.

[17] *Ibid.,* 167.

[18] *Atlanta Journal,* May 13, 1905.

[19] Replaced by the present butterfly sheds in 1922-1923.

[20] Of the old Fourth National Bank.

[21] The N. C. & St. L., the Georgia, the newly arrived L. & N., and the Seaboard railroads continued to use the old carshed, though the Seaboard moved over to the Terminal some years later.

[22] *Atlanta Journal,* May 13, 1905. Peachtree, or Brookwood Station was not opened until 1918.

[23] *Atlanta Journal,* Aug. 27, 1905.

[24] *Ibid.,* June 23, July 16-17, 1905; personal recollection of the present writer.

[25] Temple, *Cobb County,* 475.

[26] Cooper, *Fulton County,* 520-523; Walter C. Hill, "History of Art in Atlanta," Typed MS. 1941, Files of Atlanta Historical Society.

[27] *Atlanta Journal,* Jan. 17, Mar. 3, 1905.

[28] City directories, various years, 1906-1950.

[29] Candler, *Asa Griggs Candler,* 358-369; *Atlanta Constitution,* May 2, 1937.

[30] *Atlanta Constitution,* May 2, 1937.

[31] City directories, 1900-1906; Kendall Weisiger, "Joe Logan, Genius of Social Work in the South," *A.H.B.,* XVI (Jan. 1939), 4-16.

[32] Weisiger, "Joe Logan," *loc. cit.,* 8.

[33] *Atlanta Constitution,* Mar. 15, 1926.

[34] *Atlanta Journal,* Oct. 20, 1905.

[35] *Ibid.*

[36] *Ibid.,* Oct. 29, 1905.

[37] "Garrett's Necrology."

[38] *Ibid.*

CHAPTER 84

1906

NINETEEN-SIX brought trials and tribulations to at least two American mayors—San Francisco's, by earthquake and fire—Atlanta's, by inflamed human passions in the form of a race riot. More about the latter later.

Since 1904 the aldermanic board had consisted of one alderman from each ward. Those for 1906 serving under Mayor Woodward were:

First Ward, John H. Harwell.
Second Ward, Fletcher A. Quillian.
Third Ward, J. Sid Holland.
Fourth Ward, Joseph Hirsch.
Fifth Ward, George H. Sims.
Sixth Ward, James L. Key.
Seventh Ward, John N. McEachern.
Eighth Ward, Edward C. Peters.

As usual, each ward was also represented by two councilmen. The new councilmen for 1906 were:

First Ward, William H. Terrell, lawyer.
Second Ward, Edmund W. Martin, lawyer.
Third Ward, Charles L. Chosewood, brickmason.
Fourth Ward, Edgar E. Pomeroy, lawyer.
Fifth Ward, Stephen C. Glass, retail grocer.
Sixth Ward, Walter A. Taylor, insurance solicitor.
Seventh Ward, William A. Hancock, manager, South River Brick, Sand & Cement Co.
Eighth Ward, Charles M. Roberts, real estate.[1]

Atlanta's ministerial officers for 1906 were the same as for 1905, except that Fred Miles succeeded T. J. Harper as city electrician.[2]

Fulton County's official family changed but little during the early years of the century. The treasurer's office in 1906 received a new custodian in the person of Hubert L. Culberson, who succeeded veteran treasurer Columbus M. Payne. Mr. Payne, who died July 4, 1906, had held the office continuously since 1868. He was a son of pioneer citizen Edwin Payne.[3] During the same year E. V. Carter succeeded John B. Goodwin as a Fulton County commissioner.[4]

There was a dearth of change in the De Kalb County courthouse too during 1906. Only the Superior Court clerk's office changed hands, former Clerk B. F. Burgess succeeding R. J. Freeman.[5]

A number of worthwhile physical changes were completed or begun in the Atlanta of 1906. The Washington Street viaduct, an important link between the North and South sides, was opened; preparations were made for the erection of the Auditorium-Armory at Courtland and Gilmer streets; the First Baptist Church completed a new stone edifice at Peachtree and Cain, and Asa G. Candler proudly threw open his new Candler Building at Peachtree, Pryor and Houston streets.

The need for a centrally located auditorium had long been recognized, and though the matter was agitated by the Chamber of Commerce in 1904 and 1905, under the presidency of Robert F. Maddox, it did not come to a full head until 1906, at which time Samuel D. Jones headed the Chamber.[6]

During the fall of the year a mass meeting was called for the purpose of providing an alternative plan of investing certain funds which had been raised to hold an exposition in Atlanta during 1910—a project that was declared inexpedient. At the meeting a resolution was adopted providing for the creation of a committee of twenty-five to appear before the mayor and council and urge the building of an auditorium. Since the city could not act on the proposal until some means had been provided for raising the remainder of the building fund, a corporation was formed to issue bonds in the sum of $175,000.[7]

The city officials, including Mayor Woodward, were in thorough sympathy with the movement, and on February 7, 1907, the Atlanta Auditorium-Armory Company was organized with a capital of $75,000. James R. Gray was elected president; John E. Murphy, vice-president; Walter G. Cooper, secretary, and Robert F. Maddox, treasurer. The board of directors consisted of Clark Howell, Asa G. Candler, J. W. English, C. L. Anderson, W. L. Peel, C. E. Caverly, J. J. Spalding, Wilmer L. Moore, Robert S. Wessels, P. S. Arkwright, Samuel D. Jones, F. J. Paxon, J. K. Orr, E. R. DuBose, John Temple Graves, Burton Smith, Frank Hawkins, W. T. Gentry, J. Wiley Pope, David Woodward and George W. Sciple.

A building committee was named, consisting of Directors Murphy, chairman, Peel, Gray, Anderson and Wessels. The city council created a cooperative committee composed originally of F. A. Quillian, chairman, E. E. Pomeroy, E. W. Martin, W. A. Hancock, and E. C. Peters.[8]

A few days before the formal organization of the Atlanta Auditorium-Armory Company, a previously constituted building committee, chairmanned by John E. Murphy, decided on the northeast corner of Courtland and Gilmer streets as a suitable location for the building. This site, fronting 200 feet on Courtland and 300 feet on Gilmer Street, was comprised of five parcels owned respectively by John Morris, of the Keely Company; John Savage, of Meridian, Mississippi; the Georgia Realty Company, J. R. Smith, president; Mrs. Rachel Sinkovitz, and Mrs. J. R. Allen. All were purchased through Colonel A. J. McBride, representing the sellers, for an aggregate sum of $59,000. The only other site seriously considered was property on the corner of Ivy and Ellis streets.[9]

The principal difficulty encountered in floating the auditorium bonds was that they were not a direct obligation of the city. Colonel Peel's financial ability came to the aid of the enterprise, however, and he succeeded in selling the bonds at par to an insurance company.

Thus assured of funds the Auditorium Company was enabled to proceed with the building from plans made by Morgan & Dillon, with Gude & Walker as contractors. The project continued through 1907 and 1908 to completion in early 1909. Total original cost was approximately $190,000.[10]

Atlanta's First Baptist Church, now on its third site, at Peachtree and Fifth streets, has always been fortunate in its real estate transactions. The original site, at Walton and Forsyth streets was purchased in 1848 for $130. Fifty-eight years later it was sold to the United States Government as a post office site, for $170,000. Whereupon the church, for $40,000, bought the southeast corner of Peachtree and Cain streets, erecting thereon a granite structure of Norman Gothic design.[11]

The new building was opened on Sunday, June 3, 1906, with a sermon by a former pastor, Dr. J. B. Hawthorne. In a choice residential section at the time, the church was soon to be flanked by commercial structures, and in 22 years was completely outgrown. For 18 of the 22 years the church remained at Peachtree and Cain, its pastor was Dr. Charles W. Daniel. The final move will be described in a subsequent chapter.[12]

During the early years of the present century, Asa G. Candler, growing rapidly wealthy from Coca-Cola, began the series of real estate transactions and building projects that were to mark him as a builder of Atlanta. His first monumental effort was the Candler Building. For this purpose the old First Methodist Church site at Peachtree and Houston was purchased.

The cost of the building was financed by loans from The Coca-Cola Company to the Candler Investment Company, formed in December, 1903, for that purpose. The architect and contractor was George E. Murphy, ably assisted in many details by the builder's eldest son, Charles Howard Candler. Ground was broken February 1, 1904; the cornerstone was laid in 1905; dedication services were held January 4, 1906, and the finished building, rising skyward to the then amazing height of 17 stories was completed in December, 1906. It is said that on the day of the formal opening practically every school child in Atlanta rode up its elevators and walked down the 17 flights of steps. Indeed, for many years, "as tall as the Candler Building" was a byword of comparison.[13]

Commented the local press on the day following the opening of the Candler Building:

> "Ladies elegantly gowned, accompanied by children and escorted by men whose attire showed their business standing, made their way through the new Candler Building yesterday afternoon to inspect that palatial structure, and each visitor left with an attractive souvenir.
>
> "When the noon hour came there was a line of equipages on both the Peachtree and Pryor streets sides of the building. . . . As they awaited the opening of the large doors, servants were busily engaged clearing the French plate glass windows on both sides of the entrance. So it was that dainty skirts were lifted from contact with dripping water and soapsuds as Atlanta's elite marched into the building. . . ."[14]

Asa G. Candler not only incorporated much of his love of beauty in the new building, but therein also expressed his reverence for his parents, Mr. and Mrs. Samuel C. Candler. Their likenesses, in Georgia marble, adorn niches in the ornamental frieze of the lobby. Many of those who played their part in the history of the South are also represented here, among them Alexander H. Stephens, General John B. Gordon, Charles Jenkins, General Joseph Wheeler, Sidney Lanier, Joel Chandler Harris and Eli Whitney.

White Georgia marble is used in the construction of the exterior of the building as far as the third story, above which terra cotta is employed. On the facade, between the first and second stories is further evidence of Mr. Candler's idealism. Carved panels illustrate the liberal arts and sciences.

Beginning at the southeast corner of the building, on Pryor and moving north toward Houston Street, these panels represent architecture, posed by H. C. Hunt, of New York, celebrated architect; sculpture, from a bust of Michelangelo; painting, from a bust of Raphael; literature and drama, from a bust of Shakespeare; music, from a bust of Wagner. Ornate panels represent natural history and agriculture. The panel symbolic of military glory was posed by Admiral Dewey, hero of the Spanish-American War. Along Houston Street the panels represent the pioneer life of early settlers. Those on the Peachtree side, beginning at Houston, represent statesmanship and philosophy from a bust of Franklin; the power of steam from a bust of Ericsson; agriculture from a bust of Cyrus McCormick; music from a bust of Beethoven; painting from a bust of Abby; literature from a bust of Scott; sculpture from a bust of Ward, and astronomy from a bust of Hirschel.[15]

When opened, the Candler Building was considered "far out" and remote from the business section. Indeed, Mr. Candler's judgment was doubted by many. It has long since been vindicated.

While the Candler Building was under construction, Mr. Candler was determined that its ground floor should house a bank. True, no banks were then located that far north, but Mr. Candler's idea was that increased prestige would thus attach to the building and that impetus would be given to office rentals. Accordingly, on October 3, 1905, he announced his intention to organize the Central Bank & Trust Corporation.

The new bank was opened on February 6, 1906, in the still-unfinished Candler Building, with Mr. Candler, president; William H. Patterson and John S. Owens, vice-presidents, and A. Pickens Coles, cashier, as first officers. In January, 1907, a branch bank, the first to be put into operation by an Atlanta bank, was opened at Mitchell and Forsyth streets.

For 16 years the Central Bank & Trust Corporation played an important part in the financial life of the community, merging finally with the Citizens & Southern Bank in September, 1922.[16]

While many new buildings were rising in the Atlanta of 1906, two of its oldest disappeared forever from the sight of man—one by the hand of wreckers, the other by fire.

The old Atlanta Medical College on Butler Street, built in 1854, and saved during the destruction of the city in 1864 by Dr. Noel D'Alvigny, was torn down in early 1906 to make way for the new building of the Atlanta College of Physicians and Surgeons. The ancient cornerstone of the old building was opened on January 16th, and was found to contain several objects. Among them were a Bible, eaten up with age, but recognizable by its clasp and gilt edges and a few words; a medical newspaper; a bottle of alcohol; a piece of white silk ribbon; an old Roman cane, and a pea whistle made of horn. The latter was still blowable, and spoke after half a century's silence.[17]

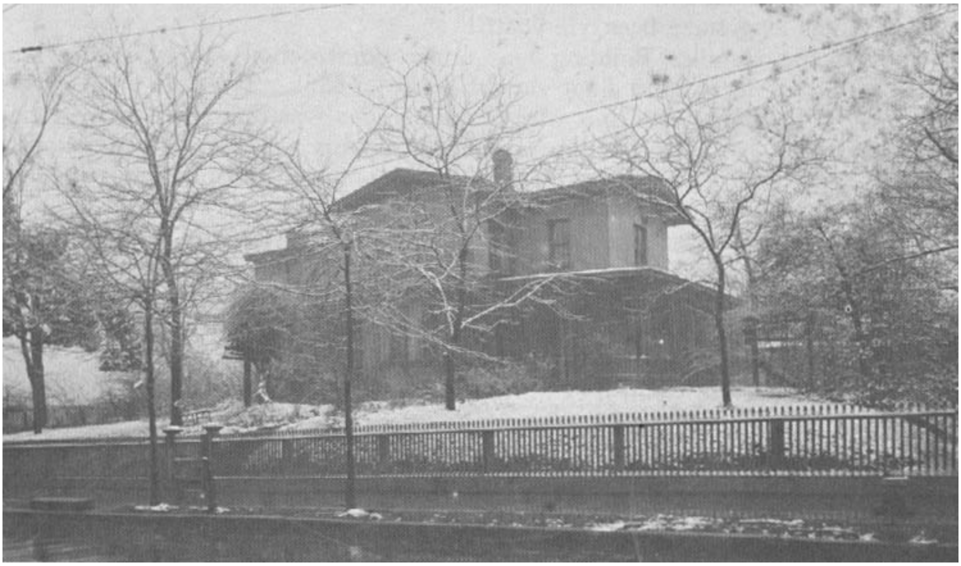
On a drizzly, cloudy Monday, October 1, 1906, the Western & Atlantic Railroad roundhouse and shops, dating from the late 1860's, and located in the railroad triangle between the Forsyth Street bridge and the gas tanks, were destroyed by a fire which started in the woodshop. The loss not only included many valuable tools, but 18 locomotives, most of them in the roundhouse, were put out of commission. In describing the fire, the *Constitution* said, on the morning of the 2nd:

". . . It was one of the most picturesque fires that ever occurred in Atlanta.

"The sky was overcast with clouds and the reflection from the flames lit up the entire city. Leaden clouds that had hung black and threatening over the town suddenly turned into lurid banners that rolled like banks of red fire as far as the eye could reach.

"On the Forsyth Street bridge two or three thousand people congregated to witness the conflagration, which was beneath them and in clear view. The bridge was like the gallery to an amphitheater, the fire being in an area below. Men and boys climbed to the very top of the bridge to get a better view. From the railroad yards, the sea of faces, lit up by the glare of the fire, presented a wonderful spectacle.

"In the railroad yards on the top of every box car stood men who had braved mud and heat to get a vantage point. One train moved off and carried with it hundreds of spectators.



(Courtesy Atlanta Historical Society)

An historic residence on Washington Street, photographed Feb. 7, 1906. Built by Sidney Root, just prior to the War between the States, it was purchased by Gov. Joseph E. Brown in Dec. 1865. Site now occupied by Fulton High School

"The rain was coming down in a drizzle, but the people did not mind it. They were witnessing a conflagration that is rarely ever witnessed, and they were determined to see it, rain or no rain.

"When the fire was first discovered the locomotives in the yards blew their whistles, and then, later, the fire bell rang and the fire department turned out.

"The hose wagons dashed under the Forsyth Street bridge and then had to stop. The tracks were blocked with freight trains, and the firemen could go no further. This meant a serious and costly delay. Finally when the tracks were cleared the firemen, with their wagons, moved on to the scene of the fire."

Some 250 men were thrown out of work temporarily. The roundhouse and shops were not rebuilt on the original site, but were moved to Hill's Park, several miles north of the city.

Early in the year an equally spectacular fire in Piedmont Park, on the morning of January 11th, destroyed two 1895 exposition buildings and badly damaged the Piedmont Driving Club. The exposition buildings were the Fine

Arts Building, on high ground north of the Club, on the present polo grounds, and the New York Building, between the Fine Arts Building and the Driving Club. Indeed, the New York Building stood on Club property, having been built by the State of New York for the exposition, after which it had been turned over to the Club for use as an adjunct to its main building.

The fire was discovered at 5 A.M. by Ed Tyree, a county employee, who lived nearby, at which time the New York Building, the first to catch, was a mass of flames. After some difficulty in locating a telephone, that in the Club being out of order, Tyree, the hero of the occasion, broke into the burning clubhouse and awakened three Negroes asleep in the kitchen, and Charlie Manley, the Club caretaker asleep in his room. None were aware of the fire, though burning embers were falling about them. They made a hasty exit. By the time the fire horses had made the three-mile run to the scene, the Fine Arts and New York buildings were smoking ruins. The firemen concentrated on the Club proper and managed to save the front half, which however, was badly damaged by water.[18]

An exciting feature of the fire was occasioned by the presence of the Van Amburg circus, which was quartered in the coliseum building, not far from the burning buildings. To the general din and confusion was added the hoarse trumpeting of elephants, the frightened bellows of buffaloes, the wild neighing of plunging horses, and the shrill bleating of deer, llamas and other panic-stricken animals. Terrorized by the smell of smoke and burning timbers, the animals began plunging in their quarters, straining at the ropes and halters which held them in confinement. Due to skillful handling by their keepers, however, none of the animals suffered any serious injury.[19]

With their clubhouse in ruins, the members of the Driving Club gave serious consideration to rebuilding further out. An offer from Edwin P. Ansley to trade 50 acres in Ansley Park for the five acres owned by the Club was considered. In early May, 1906, after the election of Milton Dargan to the presidency, the matter of moving was put to a vote. As a result, it was determined to rebuild a larger building on the same site, which plan was carried out during late 1906 and the first nine months of 1907.[20]

It was during this period of Atlanta's history that old Ponce de Leon Springs, a mecca of local pleasure seekers since the early 1870's, reached its zenith as an amusement center, under the auspices of the Ponce de Leon Park Association, of which Jake Wells was president, Joseph B. Whitehead, treasurer, and Hugh L. Cardoza, secretary and manager. Indeed, the lessees spent some $50,000 on the grounds and buildings during the spring of 1906. Commented the *Journal* on May 13:

"Glistening in the newest coat of paint from the platform of the street car terminal station to the big white fence at the back of the toboggan slide; enlarged, improved and filled with all the devices of popular amusements, which will delight grown-ups and children, Ponce de Leon, the playground of Atlanta, will be thrown open to pleasure-loving patrons, Monday, May 21. Promptly at noon the mammoth show will begin, and then for nearly six months the park will be the mecca for the many pilgrims who will journey there to find relief from the din and confusion of the city, during the long, hot summer.

"When the gates of the park are opened wide for the thousands of visitors they will find that the old playground of Ponce de Leon has passed away, and in its stead a fairyland has been created, studded with multitudinous attractions [midway, skating rink, picnic grounds, etc.]; retaining the former amusements, which were the joys of those who hungered and thirsted after pleasure, while new features have been added, which promise in time to become as universally popular as the old.

"Blending symmetrically with the material devices are the many improvements which have been made in the park grounds, while the whole is like a broad panoramic vista of good things stretched out endlessly before the eyes of the visitor.

"Nature has reproduced in Ponce de Leon all the beauties of a landscaped garden, but the hand of the carpenter has been kind as well, and the phantasmagoria of countless attractions, formed by the saw and plane, will be perfect in every detail. . . ."

One of the most colorful newspapers in the history of Atlanta journalism came into being in 1906. On April 25th, Fred Loring Seely, a native of Orange, New Jersey, founded the *Atlanta Georgian,* with the noted John Temple Graves as first editor. Under his direction the *Georgian* conducted successful drives against open saloons and the convict lease system, and championed the passage of child labor laws.

On February 1, 1907, Mr. Seely expanded the *Georgian* by purchasing the *Atlanta News,* established in 1902, combining the two papers as the *Atlanta Georgian and News.* Thus the paper continued until the spring of 1912, when Seely sold out to William Randolph Hearst and moved to Asheville, North Carolina, where he built the Grove Park Inn.

The *Georgian* was soon molded in the pattern of other Hearst papers. Sensational writing became the rule, editorials appeared on the first page, and streamer headlines brightened the streets of Atlanta.

For its first two years under Hearst, the *Georgian* had as its local editorial high command, Keats Speed and Foster Coates. In 1914 Speed moved to New York and Coates died. Thereupon the editorial chair was given to James B. Nevin, a native of Rome, Georgia, and formerly of the *Washington Herald.* It was during the stewardship of Speed and Coates, on April 16, 1913, that the *Sunday American* appeared as part of the *Georgian,* thereby marking the beginning, or certainly the acceleration of, sensationalism in the Sunday Supplement.

During the long occupancy of the editorial chair by Jim Nevin, which was concluded by death at his desk in November, 1931, the *Georgian* reached high tide. Though subject to the Hearst policies it was active in many movements for the good of the city, state and region. Indeed, as the result of a campaign for development of Georgia products, the paper was awarded, in 1927, the coveted Sutlive Trophy, a prize given annually by the Georgia Press Association.

During the eight years following Editor Nevin's death, his chair was filled successively by Royal Daniel, Jr., Florence J. McCarthy,[21] Leonard S. Roan, and W. S. Kirkpatrick. For the last 20 years of its existence, the Georgian Company had a succession of able publishers, including, in the order named, T. Buford Goodwin, Arthur B. Chivers, F. A. Wilson Lawrensen, William C. Edwards, Russell R. Whitman, and Herbert Porter.

Though Mr. Hearst stuck to his local guns for 27 years, the *Georgian,* in competition with the *Journal* and the *Constitution,* was never able to turn a satisfactory profit.[22] Its demise was heralded not by streamer headlines, but by a modest box announcement on the front page of its final issue, that of Sunday, December 17, 1939. It read:

> "ANNOUNCEMENT!
>
> The *Atlanta Georgian-American* will cease publication with the Sunday issue of December 17, 1939.
>
> Its features and its news services will appear in the *Atlanta Journal* beginning Monday, December 18, 1939.
>
> THE MANAGEMENT."

While Fred Seely was getting the *Georgian* underway in 1906, the city of Atlanta and the State of Georgia were witnessing the most heated gubernatorial campaign since the days of Troup and Clark, in the 1820's.

The two leading candidates, both Atlantans, were Hoke Smith, supported by the *Journal,* and Clark Howell, supported by the *Constitution.* Three other candidates, John H. Estill, of the *Savannah News;* Richard B. Russell, and James M. Smith, known as the "farmer's candidate," also campaigned widely.

For a year or more prior to the primary, the Atlanta papers had a veritable field day, each with a cause and a candidate. For personal bitterness between Smith and Howell and their respective supporters, the campaign had no peer. Accusation and recrimination flew thick and fast.

Smith ran upon a reform platform in which he advocated the curbing of ring politicians, more stringent regulation of railroads, and the abolishment of the convict lease system. But the plank in his reform program that he and the *Journal* emphasized most vociferously was the advocacy of the constititional amendment to disfranchise the Negro, and to protect the ballot box against an ignorant and purchasable vote.

Howell disagreed violently with his opponent's thesis, declaring that the white primary was a sufficient safeguard against Negro votes. Howell also advocated justice for the railroads, believing as did his father, Evan P. Howell, and his late friend and associate Henry W. Grady, that they were a potent factor in developing the resources of the State.

Candidate Estill was not a party to the bitterness between the Messrs. Smith and Howell. Judge Russell believed that the less the Negro question was agitated, the better, as the Negro was already disfranchised in practice. Candidate James M. Smith took a different tack. He advocated a division of the public school funds of the State so that only the taxes paid by Negroes should be used to educate Negro children.

A decisive and colorful factor in the campaign of 1906 was the active participation of Tom Watson, not himself a candidate, but as a supporter of Hoke Smith. Thanks to Watson's support and the popular appeal of the proposal to disfranchise the Negro legally, Smith swept the State, carrying 25,000 more votes than his four opponents combined.[23]

It was a bitter pill for the *Constitution* to swallow, but nevertheless it bravely headlined, on August 23, 1906, the day following the election:

"HOKE SMITH LANDSLIDE WHELMS GEORGIA
CARRIES OVER ONE HUNDRED COUNTIES
AND GIVES HIM THE GUBERNATORIAL PRIZE

WHEN CALLED COUNTIES CRY 'HOKE SMITH'

Such a Sameness About the Returns They Grow a Bit Monotonous

NO SECTION ESCAPED HOKE SMITH DELUGE

Fulton, Floyd, Bibb, Richmond and Thomas, of 'Big Six,' are for Hoke Smith, and Estill Saves Chatham by Uncomfortably Small Margin."

The election, with its accent on Negro disfranchisement, had a tragic sequel one month to the day after Hoke Smith swept into office. The Atlanta race riot, which began on September 22, 1906, was the most serious disturbance of the peace in Fulton County since the War Between the States.

The great heat engendered during the campaign, particularly by Tom Watson, on the Negro question, was, to say the least, a contributory cause of the riot. The immediate and overwhelming cause however, was a series of assaults upon white women by brutal Negroes, which began in November, 1905, and continued with more frequency and boldness during 1906.

The situation inspired the *Journal* to editorialize, in bold-faced capitals, on August 1, 1906:

"Political equality being thus preached to the negro in the ring papers[24] and on the stump, what wonder that he makes no distinction between political and social equality. He grows more bumptious on the street. More impudent in his dealings with white men; and then, when he cannot achieve social equality as he wishes, with the instinct of the barbarian to destroy what he cannot attain to, he lies in wait, as that dastardly brute did yesterday near this city, and assaults the fair young girlhood of the South. . . .[25] It is time for those who know the perils of the negro problem to stand together with deep resolve that political power shall never give the negro encouragement in his foul dreams of a mixture of races."

The pent-up volcano eruped on Saturday night, September 22, after four attempted assaults on white women by Negroes on that day were reported in a sensational manner by the local press. The first assault took place at a home on Sugar Creek near Flat Shoals Road in De Kalb County. The others all occurred in the same section of Atlanta—at 127 Julian Street, 182 Davis Street, and 275 Magnolia Street.[26]

In summing up the trouble on Saturday night, the *Constitution* on Monday morning said:

"People are asking what kind of a mob was it that caused so much trouble Saturday night. How large was it and of what class of citizens was it composed?

"When the disorder first started there was no mob, but simply a crowd of turbulent, noisy men and youths. This seemed to be so apparent that the police did not realize there would be any serious developments.

"The mob was composed mostly of youths, from 16 to 20 years of age. To these were added several men who were well known to the police as persons who would rather have trouble than not. There were also in the crowd men who were ready for lawless depredations. There were some, of course, who were angry because of the way in which white women of this county had recently been treated by negro brutes.

"It is admitted by all who saw the mob that the large majority of those in it were minors. It was Saturday night and the boys had their week's wages and a few drinks. They started in for a night of negro chasing and this was all that was done for nearly two hours.

"The first disorder was at the corner of Pryor and Decatur streets, when some of the youths attacked a negro bicycle messenger. The police had to rescue the boy. From that time on the mob chased negroes along Decatur and Pryor streets and Central Avenue until the fire department produced an artificial rain storm. The mob at that time numbered about 2000. It was believed that the mob had dispersed and that all further danger of a serious outbreak was passed.

"Then came the trolley car with negro passengers and the real danger of the night was at hand.

"When the attacks were made on the street cars other men joined the mob, men who were actuated by the feeling of hatred for the race to which belonged the negro brutes who had assaulted white women. It is believed by the police that the men who boarded the trolley cars and attacked the negroes, had not up to that time, had any connection with the mob. They were infuriated by the sight of negro men riding with white women.

"From that time on the whole complexity of the mob changed and the police had an element and a situation to deal with which had not before confronted them. None realized this more than did Chief Jennings. He leaped upon the first car which the mob raided and had a hand to hand fight with the men who were trying to kill the negro men. The mob then numbered about 3000."

Early in the evening rushes were made upon the hardware stores for pistols and ammunition, but the stores were quickly closed, as were the saloons.

One of the worst battles of the night took place around the post office, then at Marietta and Forsyth streets. Here, the mob, yelling for blood, rushed upon a Negro barber shop across the street. The two Negro barbers, working quietly at their chairs, made no resistance. Felled by bricks and gunfire, their bodies were dragged to the street and thrown in an alleyway beside the new Georgia Railway and Electric Company building. Soon thereafter another Negro was caught and killed on the Forsyth Street bridge.

One of the most sensational attacks of the night was made on the old union depot. As in all of the other mobs of the night, this crowd was composed mostly of boys and youngsters who were absolutely without reason and called constantly to "kill every damned nigger in the town."

On the way to the station two Negroes were chased into the Kimball House, where considerable damage to plate glass windows was done by flying bricks and stones. Durand's Restaurant was the focal point at the station, the objective being the Negro waiters and attendants. Fortunately for them, they had just enough warning to vacate hastily and beat a retreat into the darkness down the Georgia Railroad tracks. They were joined by other Negro attaches of the depot and most of the hack drivers, who left their vehicles unattended. The mob then turned its attention to the porters of Pullman cars parked in the station. One was dragged from his car and left for dead on the depot floor.

During the height of the excitement at Pryor and Decatur streets, Mayor Woodward mounted a box and addressed the crowd:

"For God's sake men," begged the mayor, "go to your homes quietly, and leave this matter in the hands of the law. I promise you that every negro will receive justice, and the guilty shall not escape. I beseech you not to cause this blot on the fair name of our most beautiful city. What you may do in a few minutes of recklessness will take Atlanta many years to recover from. I implore you to leave this matter in the hands of the law, and save the bloodshed that is sure to follow if you allow yourselves to be governed by these reports [of assaults on white women as reported by the press], that are certainly exaggerated."

The mayor was listened to with respect, but his remarks went unheeded. Shortly thereafter he called the fire department, which, under the direction of Chief Joyner, swept Decatur Street from Peachtree to Ivy with powerful streams of water. The mob simply took to other streets.

The street car attacks began about 10:30, when car No. 207, from Edgewood and bound for Grant Park via Georgia Avenue, stopped at Marietta and Peachtree streets. Several Negroes were aboard. Men climbed into it through the windows and forced the doors. The motorman tried to get the car under way, but someone pulled the trolley. When the vehicle finally moved off seven Negroes, four men and three women lay on the floor. Three of the men had been beaten to death. Other street cars, subsequently arriving in the center of the city, were similarly attacked.

Shortly after midnight, for the first time in the history of Atlanta, two riot calls were rung on the big bell at fire headquarters on Alabama Street. The fifteen taps called for the military to quickly assemble at their armories.

By early Sunday morning the center of the city had been taken over by the military, 600 strong, including the Fifth Regiment, under command of Colonel Clifford L. Anderson. Headquarters were set up on the old artesian well site at Peachtree and Marietta streets.[27] The mob had dispersed, though, in addition to the military, the downtown streets were patrolled by rifle-carrying policemen. Except for sporadic outbursts in outlying districts, the city was quiet on Sunday. The Negro population had taken cover.

Monday night, September 24th, was marked by blood letting in the suburbs. While there is no evidence that any sizable segment of the Negro population contemplated concerted action leading to revenge, it is known that a few incendiary meetings were held. The largest of these was held in the open air on Monday night at Brownsville, in South Atlanta, a Negro settlement on Jonesboro Road just south of Clark University. Many of those in attendance were heavily armed.

The county police, being told of the meeting, took steps to break it up. At 9 P.M., a squad of seven policemen and three citizens, under command of

Lieutenant William J. Poole left Henderson's Crossing on horseback. Upon their arrival at the meeting several Negroes were placed under arrest. While en route back to the city, the posse was ambushed at Brownsville. Officer James M. Heard, a son of Judge John S. Heard, of North Fulton County, was shot from his horse and instantly killed. Other members of the posse were wounded, but returned the fire. The militia subsequently restored order in Brownsville.

On Tuesday, the 25th, with the entire city and suburbs on edge, the law-and-order element asserted itself vigorously. A meeting of leading citizens was called for 4 P.M., in the courthouse by Samuel D. Jones, president of the Chamber of Commerce. In calling the meeting to order he counseled wisdom and calmness in its deliberations. He then invited discussion, whereupon Lawyer Charles T. Hopkins set the tone of the meeting by saying:

> "We don't want to do anything rash or foolish but, for God's sake, let us be men! Here in one night the reputation of our fair city has been blasted and we are held up to the scorn of the world by the brutal murders committed by a cowardly mob. If we allow this helpless and dependent race to be slaughtered before our eyes we cannot face God in judgment!"

Other speakers included Colonel A. J. McBride, and a Negro physician, Dr. William F. Penn, who asked the meeting for guidance. The upshot of the gathering was that the actions of the mob were denounced in the severest terms, and a committee was appointed to raise a relief fund for the victims and their families. For that committee and its fund George Muse was made treasurer and Walter G. Cooper, secretary. Samuel D. Jones was appointed to attend the Negro churches and address their congregations, assuring them of the sympathy and confidence of the white people and their determination to prevent the recurrence of violence and bring about punishment of the guilty. The work of Mr. Jones and his committee did much to relieve alarm and to establish good will between the races.

On the morning of the 26th, the *Constitution* reported reassuringly:

> "With the rising of today's sun industrial Atlanta will resume normal conditions. Every plant in the city which has been closed down will resume work, and all manufacturers request their employees to be ready to respond when the whistles blow announcing the usual hours for beginning work.
>
> "Ample protection has been provided for those who will be at work and in addition to this the manufacturers assure their employees that with the additional precautions taken those of their families who are left at home will be in perfect safety. . . .
>
> "To the authorities one of the worst features of the recent trouble has been the enforced closing of a number of industrial plants, thus throwing out of employment a large number of men and furnishing material for mobs should an outbreak occur. The manufacturers are naturally very anxious to get their plants running again, as they are losing both money and trade while they are idle.
>
> "Employees, white or black, will be fully protected and once everybody gets back to their peaceful duties it is believed that the danger of further riots will be practically eliminated."

The relief committee, in addition to the Messrs. Muse and Cooper, was composed of W. R. Joyner, chairman, Harry L. Schlesinger, Louis Gholstin, M. R. Emmons, and W. H. Patterson, chairman of the city finance committee.

With the help of the city it did splendid work in paying funeral expenses, medical costs, and making good, time lost by the injured from their employment. City Warden Thomas Evans did yeoman service in helping the committee.

Exclusive of property damage, the riot cost the lives of twelve people—two white and ten colored. Seventy were wounded, 10 white and 60 colored.

The affair of course gave Atlanta a black eye. Indeed the law-abiding majority were amazed that the small minority which constituted the "tough element" was allowed to crucify the community in the eyes of the world and shock the moral sense of decent people. As for the "tough element," it expressed no regrets. It wrote no editorials, held no meetings, made no speeches.[28]

The normal death roll for 1906 included the names of several old and well-known citizens. Among them were Harrison D. Austin, a native of Sumner County, Tennessee, resident of Atlanta since 1858, and a flour miller, firm of Stewart & Austin; Dr. Daniel O. C. Heery, ante-bellum physician; Major John Charles Whitner, writer, editor, fire insurance man, and University of Georgia classmate of General John B. Gordon; Dr. Walker G. Browne, an Atlanta dentist since 1877, a former president of the Georgia State Dental Society, and a native of Anderson District ,South Carolina; Morris Hirsch, an original member of the clothing firm of Hirsch Brothers, born in Germany, and brother of Joseph and Henry Hirsch of Atlanta; Howell Cobb Jackson, student, lover of books, particularly the classics, and brother of the late Captain Henry Jackson; Wesley Gray Collier, wealthy Peachtree Road landowner, last surviving son of pioneer settler Meredith Collier, and a brother of the late Judge John and George Washington Collier; Charles Heinz, Atlanta's oldest lock- and gunsmith and sporting goods dealer, a resident since 1854; William "Uncle Billy" New, one of the oldest citizens of the Lithonia District of De Kalb County; Major John H. Mecaslin, previously noted; the Rev. William Jefferson Speairs, born in Jasper County, Georgia, onetime railroad man and lawyer turned Baptist minister, founder of the Concord Baptist Association; Captain William A. Powell, Confederate veteran and long-time Atlanta business man, born in De Kalb County, a son of Dr. Chapman Powell; Colonel J. W. Renfroe, died in Sandersville, Georgia, former state treasurer of Georgia and postmaster of Atlanta during the first Cleveland administration; William J. Albert, prominent member of the Atlanta bar; Newton M. Reid, a native and influential citizen of De Kalb County, and a son of John Reid, one of the original settlers of the Lithonia District; and Martin J. Dooly, born in Concord, North Carolina, a resident of Atlanta since 1878, and, since 1883 familiarly known as "Dooly the Bill Poster."[29]

Others were Judge Walter E. Ormand, son of pioneer citizen James Ormond, a graduate of Boys' High, lawyer, scholar and lover of fine literature, lost at sea en route from Savannah to New York off Cape Hatteras, while on a vacation trip with Harvey Hill and Dowdell Brown; Dr. Charles Davis Hurt, prominent physician and an older brother of Joel Hurt; Dr. Hunter P. Cooper, noted physician and surgeon, born in Atlanta in 1860, son of Colonel Thomas L. Cooper who was killed at Second Manassas; William R. Dimmock, secretary to the board of water commissioners and a native Englishman; Dr. Clem C. Green, physician, graduate of the Atlanta Medical College and a grandson of pioneer settler Alston H. Green; Colonel Sion A. Darnell, native of Pickens County, a Union veteran during the War Between the States, lawyer, U. S. District attorney and assistant adjutant general of the Georgia G.A.R.; Colonel Joseph G. W. Mills, died at Cohutta, Georgia, a pioneer Atlanta railroad man and a son-in-law of Edwin Payne; Charles H. Swift, native of Syracuse, New York, and at his death, Atlanta's oldest undertaker; John Pinckney "Honest John" Tuggle, prominent Stone Mountain merchant; Clinton Independence Brown, newspaper man, merchant, and the father of the late Walter R. Brown, attorney; Captain Edmund L. Tyler, died in Anniston, Alabama, a former Atlantan and ex-president of the Atlanta & West Point Railroad, an uncle of Mrs. Theodore Roosevelt, wife of the President; Dr. Nathaniel A. Pratt, distinguished chemist, mining engineer and mineralogist, killed by a Georgia Railroad freight train in front of the Decatur depot; Jabez J. Richards, former partner with his brother Samuel P., in the book-and-music firm of J. J. & S. P. Richards; Dr. Robert A. Holliday, noted dentist and a native of Fayetteville, Georgia; Major J. Gadsden King, born in Charleston, South Carolina, Confederate soldier, an Atlanta insurance man since 1871, and father of the late Alexander C. King, Sr., noted lawyer; James R. McKeldin, a native of Athens, Tennessee, wholesale hat- and shoe-dealer, son-in-law of Captain William W. Draper and president of the Piedmont Driving Club; Isaac Y. Sawtell, another native of Athens, Tennessee, pioneer Atlanta real estate man, and founder of a well-known local family, and Joseph Brown Whitehead, formerly of Chattanooga, a co-founder, with Benjamin F. Thomas, of the business of Coca-Cola in bottles and founder of the Atlanta Coca-Cola Bottling Company.[30]

NOTES—CHAPTER 84

[1] City directories, 1905-1906.

[2] *Ibid.*

[3] "Garrett's Necrology."

[4] Cooper, *Fulton County,* 710.

[5] Commission Book, Dept. of Archives and History, Atlanta.

[6] Cooper, *Fulton County,* 352, 356.

[7] George Goodwin, "Memories of City Auditorium," *Atlanta Journal Magazine,* July 30, 1933.

[8] *Ibid.*

[9] *Atlanta Constitution,* Feb. 2, 1907.

[10] Cooper, *Fulton County,* 359-360.

[11] Martin, *Atlanta,* II, 537; "First Baptist Church," 1848-1930, Anniversary pamphlet, 19.

[12] Anniversary pamphlet, 19.

[13] Candler, *Asa Griggs Candler,* 253-259.

[14] Quoted, *Ibid.,* 259.

[15] Medora Field Perkerson, "Candler Building's Birthday," *Atlanta Journal Magazine,* Mar. 1, 1931.

[16] Candler, *Asa Griggs Candler,* 286-290; city directories, 1906-1907.

[17] *Atlanta Journal,* Jan. 16, 1906.

[18] *Ibid.,* Jan. 11, 1906.

[19] *Ibid.*

[20] *Ibid.,* Jan. 12-13, 19, Mar. 9, May 3, 9, 1906; *Atlanta Constitution,* Sept. 2, 1906.

[21] A man, though his first name would imply the opposite.

[22] Cooper, *Fulton County,* 764-765; Miller, ed., *Atlanta,* 113; Feldman, "Checklist of Atlanta Newspapers," *loc. cit.,* 63-64; *Who Was Who in America,* II, 1943-1950, p. 478; city directories, 1906-1939; *Atlanta Journal,* Nov. 19, 1931.

[23] Saye, *Constitutional History of Georgia,* 337-339; Cooper, *Story of Georgia,* III, 396-397; *Atlanta Constitution, Atlanta Journal,* Jan. 1-Aug. 23, 1906.

[24] Referring primarily to the *Constitution.*

[25] Referring to an assault on the 14-year-old daughter of Mr. & Mrs. J. J. Poole, near the Poole home just south of Lakewood. The Negro was soon captured and shot to death by enraged citizens as soon as he was identified by his victim.

[26] This section of northwest Atlanta is now all Negro. In 1906 it was mixed, with both races living in close proximity.

[27] The designation "Five Points," for this intersection is not used in any contemporary account of the riot.

[28] *Atlanta Constitution,* Sept. 23-26, 1906; Cooper, *Fulton County,* 825-829.

[29] "Garrett's Necrology."

[30] *Ibid.*

CHAPTER 85

1907

WHILE the race for governor between Hoke Smith and Clark Howell held the center of the stage in the election of August 22, 1906, there were a number of other performances in the direction of both wings.

Walthall R. "Cap" Joyner, Atlanta's fire chief since 1885, was elected mayor in a close race over Attorney Thomas H. Goodwin. The city's incumbent mayor, James G. Woodward did not offer for re-election. Instead he entered a crowded field for the office of Fulton County treasurer, a post made vacant by the death of pioneer citizen and Treasurer Columbus M. Payne, who had died in July. Woodward's opponents in this race were Hubert L. Culberson, the winner, James J. Barnes, Charles I. Branan, Peter F. Clarke, William W. Draper, Macon C. Sharp, and C. H. Girardeau.[1] Robert F. Maddox succeeded Mr. Culberson as a Fulton County commissioner for the 1907-1908 term.[2]

The election also produced two new aldermen, Dr. A. L. Curtis, for the first ward and Huss M. Beutell, a bank-, office- and store-fixture manufacturer, for the fifth. New councilmen, elected at the same time were:

First Ward, Dr. Alcimus H. Baskin, physician.
Second Ward, Press Huddleston, printer.
Third Ward, C. Wheeler Mangum, yardmaster, W. & A. Railroad.
Fourth Ward, Dr. Benjamin E. Pearce, physician.
Fifth Ward, Irving F. Styron, retail grocer.
Sixth Ward, John W. Grant, capitalist.
Seventh Ward, Dr. Thomas D. Longino, physician.
Eighth Ward, Charles E. Harman, general passenger agent, W. & A. R. R.[3]

The ministerial officers of Atlanta were the same for 1907 as in 1906, except that William B. Cummings succeeded "Cap" Joyner as fire chief.[4]

Of all city officials during this period the chief of the fire department was the highest paid—$4000 per year. Other municipal salaries were:

Mayor	$3000
Aldermen	300
Clerk	3000
Deputy clerk	1650
Assistant deputy clerk	1500
Marshal	2400
Councilmen	300
Deputy marshal	1500
Comptroller	3000
Tax assessors	2400
Bookkeeper	1600
Ass't bookkeepers	1200
Attorney	3000
Ass't city attorney	2400
Investigator	1200
Engineer	3000

First ass't engineer	2400
Recorder	3000
Tax collector	3000
Ass't tax collector	1500
Street improvement collector	1400
Warden	1000
Sexton	1200
Treasurer	1000
Chief police	2400
Janitor	720
Public weighers	600
Building inspector	2100
Electrician	1500 [5]

Among the physical improvements carried out in 1907, under Mayor Joyner were the South Boulevard underpass, a new fire station on North Avenue between the Peachtrees, the Pryor Street underpass in front of the old Union Depot, the paving of Edgewood Avenue, the building of roads through Piedmont Park, the erection of a concrete pavilion at Grant Park, and improvements in the waterworks system. Despite the latter only 65 per cent of the residents of Atlanta had city water at the close of the year.[6]

During 1907 the city lost one fireman and one policeman in line of duty. George W. Waits, 48, member of an old Sandy Springs family had been a member of the fire department for 17 years. On June 21, 1907, with his comrades of Company No. 7, he answered a call to a burning residence on Culver Street in West End. He was caught in the cave-in of the burning front porch, and received injuries from which he died on September 30th.[7]

James A. "Big Six" Manier, was probably the best physical specimen on the Atlanta police force. He stood six feet three inches and weighed 260 pounds. A native of Tennessee and a former member of the Nashville fire department, he came to Atlanta and joined the police in 1897. "Big Six" had one of the toughest beats in town, Peters Street. On December 6, 1907, he was standing in front of the restaurant of Bartow Blackmon at 115 Peters Street, when Andrew Johnson, notoriously known as "Black Sport," approached, drunk and cursing loudly. Manier stepped in front of Johnson and seized him by the left arm, preparatory to making an arrest. Suddenly the Negro drew a pistol in his right hand, and before the officer could bring his club into play Johnson fired. The ball passed through Manier's head, producing instant death. Johnson ran down Haynes Street and was captured under a house on Walker Street by Blackmon, the restaurant owner and P. N. Petty, a railroad man. "Black Sport" was tried a week later before Judge Leonard S. Roan in Fulton Superior Court. Found guilty, he was hanged in Fulton County jail on March 18, 1908. "Big Six" Manier, meanwhile, was laid to rest in Masonic Cemetery, New York City.[8]

Georgia's judicial system was added to and improved on January 1, 1907, when a Court of Appeals, previously created, was organized. Indeed, the Supreme Court had long been overloaded and the justices overworked. The new court was given jurisdiction of all cases in which jurisdiction was not given the Supreme Court by the State Constitution. As originally constituted, the Court of Appeals was composed of Benjamin H. Hill, Chief Judge, Richard B. Russell and Arthur G. Powell.[9]

Not long after the Court of Appeals took its seat in the Capitol Building, General John B. Gordon took his permanent place on the Capitol grounds. The impressive equestrian statue, executed in bronze by Solon H. Borglum, brother of Gutzon Borglum, original sculptor of Stone Mountain, rests on a base constructed by the McNeel Marble Company under the direction of Architect Alexander C. Bruce. Gordon is depicted astride the blooded mare, Marye, captured from the Federals on Marye's Heights at the Battle of Fredericksburg, and subsequently ridden by General Gordon.

The movement to erect this, Atlanta's handsomest monument and its only equestrian statue, began on Robert E. Lee's birthday, 1904, a few days after Gordon's death. At a meeting of the Atlanta Camp, United Confederate Veterans, the Atlanta Chapter, U.D.C., and other organizations, held at the Capitol, General Clement A. Evans, suggested the desirability of a worthy monument to the memory of Gordon.

Whereupon Captain Charles S. Arnall offered a resolution that a committee of 100 citizens be appointed to organize a Gordon Monument Association. The following day, in the mayor's reception room, the John B. Gordon Monument Association was formed, with William Lowndes Calhoun, president; Joseph T. Derry, secretary, and Eugene H. Thornton, treasurer. Subsequently Robert E. Park was elected vice-president.

The Association did its work well. Contributions came in from both North and South. But voluntary contributions were not sufficient to do the whole job. In 1906, the State of Georgia appropriated $15,000 in addition to the $10,000 previously secured. A State Commission, chairmanned by Governor Terrell, was appointed to receive the funds of the Association, which it did on October 17, 1906, and the Gordon Monument Association adjourned *sine die*. The State Commission carried the matter to a conclusion.

On Saturday, May 25, 1907, the handsome statue was unveiled in the presence of a great throng, including Mrs. John B. Gordon, Mrs. Caroline Gordon Brown, Mrs. Frances Gordon Smith, and Major Hugh Gordon, all members of the late General's family.[10]

In describing the occasion, the *Constitution* said:

". . . Never before have the capitol grounds been so packed with an animated mass of humanity as that gathered around the Gordon monument yesterday, and notwithstanding the sultry rays of the overhead sun, for nearly three hours this vast audience, the great majority of whom stood, waited till the closing features of the exercises were ended.

"The remarks of Governor Terrell, the history of the commission prepared by Colonel [W. L.] Calhoun and read by Captain Tip Harrison, the oration of the day by General Clement A. Evans, and the addresses of Colonel Nat Harris and Hon. Joe Hill Hall, of Bibb County, were followed with rapt attention, being frequently punctuated with spontaneous applause.

"The singing of the song, *Sunny South*, by the choir of 100 voices, led by Professor Davis, captured the vast throng, who cheered almost as lustily for it as they did for *Dixie*.

"The seats behind the speaker's stand were reserved for the old veterans, their families and friends, while on the stand the governor, members of the commission, the speakers of the occasion, and the widow, two daughters and relatives of the late general were gathered, including the sculptor who designed the statue, and his wife, who, at the close of the exercises, were presented to the audience, and graciously and smilingly bowed their acknowledgement.

"In every window on every floor from the front entrance of the capitol back to the Hunter Street side, on the projecting ledges, were eager, expectant throngs, who waited patiently till the unveiling occurred. Young men and boys were perched on convenient telephone poles like so many blackbirds.

"As the first gun of the salute was fired, the two daughters of General Gordon [Mrs. Brown and Mrs. Smith], each holding the end of a silken cord that held the covering over the statue, pulled at the given signal and the canvas was drawn to the base of the monument amid deafening applause from thousands of throats.

"Governor Terrell, in introducing Major Charles W. Hubner, who recited a special poem written by himself for the occasion, referred to the major as the 'Poet Laureate of Georgia.' . . .

"Governor Terrell said the occasion was an epoch-making one, and from that premise proposed the erection of other monuments to Georgia's heroes. . . ."[11]

One evening in early February, 1907, a group including Ed Bruffey, of the *Constitution,* Smith Clayton, Arthur Branch, and sergeant Whitley and Captain Joiner, of the police force, sat at a table in Durand's Restaurant drinking coffee. The conversation centered about old Atlanta street names, such as Foster, Line, McDonough, Calhoun, Wheat, Loyd, etc. Finally old Magazine Street came up for discussion, and since the reason for its change to Magnolia Street has not heretofore been cited in this history, that part of the conversation is herewith quoted:

"What about Magazine Street?" asked Smith Clayton. "Oh, that's easy, Smith," said Captain Joiner.

"I give it up," said Branch.

"Me, too," put in Whitley.

"Easy, I say," repeated Captain Joiner.

"Old Magazine Street is now known as Magnolia. It crosses Marietta Street at the Atlanta Cotton Mills [present site of Montag Bros.], takes a turn to the west, passes under the railroad bridge, and practically ends at the old city [powder] magazine. It was the late Captain W. A. Fuller, the Atlantan who figured so prominently in chasing the Federals—who came so near getting away with the 'General'—that Western & Atlantic engine, who gave that old street that new name, the name it carries today. Captain Fuller lived on the street [No. 16] near the bridge. In his front yard—it was large and was always neatly kept—Captain Fuller had some beautiful, magnificent magnolia trees. They were a pride with him, and when it was determined to have the name of the street changed [in 1885], it was those magnolia trees which provoked the name."[12]

Later in 1907, some interesting history relative to Ponce de Leon Avenue came to light, which explains the unusual width of that thoroughfare, particularly from Peachtree to the ball park. Said the *Constitution* on November 30th:

"The center of Ponce de Leon Avenue, all the way from Peachtree Street to Ponce de Leon Park, including a strip 30 feet wide, is a piece of private property, owned by the Georgia Railway & Electric Company, and can be fenced in if that corporation saw fit to build such an inclosure.

"But the Georgia Railway & Electric Company, so far from doing any such thing, wishes to dedicate the strip of land to the city and make a public street with some protective reservations.

"Very few people know that the center of one of the finest streets in the city is private property, but such is surely the case, as was shown at a meeting of the street committee of the city council yesterday afternoon.

"Ponce de Leon is a double street, consisting of two strips, each 30 feet wide, and lying on either side of the 30 foot strip belonging to the street railway company.

"Many years ago when Ponce de Leon park was only a spring of water in a valley, visited by those who believed in its medicinal virtues, the Atlanta Street Railway Company, upon which were operated some old-fashioned horse cars, built a line from Peachtree to the then famous spring. There was not even a road where Ponce de Leon Avenue now runs, and the Atlanta Street Railway Company built a line on a right of way 30 feet wide which was given for the purpose. Later the city secured land and laid off Ponce de Leon Avenue. It could not touch the street railway company's right of way, which had come into the possession of a predecessor of the Georgia Railway & Electric Company. So it laid out two 30 foot strips on either side.

"Ponce de Leon Avenue has been built up with some of the handsomest residences in the city, and the property holders wish to see the street car company's strip put on a grade with the two sides of the street, and they have gone to the officials of the company and asked that something be done to have this carried out and the entire thoroughfare paved.

"President Arkwright presented a deed to the council committee in which his company dedicates the 30 foot strip as a street, provided no other car companies be allowed to use the strip, and the company not be required to pave or keep in repair any paving. In connection with this offer, President Arkwright said that his company was willing to pave the strip now, but it was the future that was to be guarded against.

"The matter will be referred to the city attorney and he and President Arkwright will confer and make a joint report to the city council."

After nearly two years, since its home was destroyed by fire in early 1906, the members of the Piedmont Driving Club were able to stage a brilliant reopening on Friday evening, November 1, 1907. In noting the event the *Constitution* said:

"The opening of the Piedmont Driving Club last night was a bright and happy affair at which the several hundred club members and their lady friends joined in mutual congratulations upon the occasion. It was after the general meeting at which the business of the club was transacted that the members in congenial parties were served an elegant hot supper, the tables set in every room of the club, which was thrown open in every part and open for inspection.

"The decorations included palms and sprays and branches of autumn leaves artisically arranged. In the dining room the lights all shone from above through jewel studded shades. On the tables in the circular end of the room there were small mission lamps in the center of each table, the whole throwing a soft and glowing light over all. In the palm room there were palms here and there but not concealing the mural effect of the wall, which suggested a trellis work of wood through which were clustered autumn tinted leaves. Tables were also placed here and in the cozy rooms on the right of the entrance hall. The main sitting room has a broad open fireplace, above which was a mantel ornate with a bas-relief in old ivory. The work in pine was stained chestnut brown, and the walls a harmonizing color.

"The ballroom was thrown open at 9 o'clock, and in a woodwork in pale gray, and mural decoration expressing *l'art nouveau,* the apartment was a most fitting framework for gay groups assembled there.

"An orchestra of music played the entire evening, and at 11 o'clock those who found that dancing made them hungry, found tempting sandwiches and punch awaiting them in the dining room.

"A number of beautiful toilets were remarked by the many smart women present. Conspicuous among them was Mrs. Milton Dargan, the charming wife of President Dargan, who has cooperated with him in bringing to completion the beautiful new club, and in sustaining the social life of the club when there was scarcely a roof under which the members might assemble.

"The election last night resulted in the selection of James H. Nunnally[13] as president; Theodore Hammond, vice-president and Austell Thornton and Andrew Calhoun as the two new directors. Edward Crusselle was elected secretary. Milton Dargan, who for so long held the highest office in the club, refused to consider nomination for re-election.

"Clarke Howell made the announcement of the election of officers and paid a tribute to Mr. Dargan, the retiring president, stressing the fact that he had been a faithful and efficient officer and had contributed much to the welfare of the club. Mr. Dargan introduced Mr. Nunnally, both of them making short talks.

"Colonel Robert Lowry, John W. Grant, Carroll Payne and Harry Stockdell composed the nominating committee. There are now 400 members on the roster of the club."

Nineteen-seven was a bleak year financially for the entire country. The suspension of the Knickerbocker Trust Company in New York, on October 22nd, set off a panic which had repercussions in Atlanta as elsewhere, creating unemployment and hard times generally, which, however, were of comparatively short duration.

Before the country recovered its financial equilibrium one Atlanta bank, the Neal Bank, then located in the Prudential (later Grant) Building, was forced to close its doors. Founded in 1887 as the Neal Loan & Banking Company by descendants of the late John Neal, the bank had always been regarded as a strong institution. Yet, at 12:01 A.M., Monday, December 23, 1907, the following notice was posted on the door:

"This bank is in the hands of the State Bank Examiner.

E. H. THORNTON, Director.
W. F. MANRY, Director.
H. C. CALDWELL, Director."

During the day a sad-eyed, apathetic and discouraged-looking crowd congregated in front of the bank and in the corridors of the Prudential Building—a crowd that lingered and peered longingly through the doors of the bank, where a score or more of clerks were at work.

At the same time President Thornton issued a statement in which he said that the bank had been forced to suspend because of rumors which had been put in circulation regarding the institution's solvency, and these rumors, while not true, resulted in a run which made necessary a closing of the doors until an investigation could be made.

"The affairs of the bank," stated President Thornton, "are now in the hands of the state bank examiner. Last Saturday we kept open until the regular closing hour of noon and paid every check that was presented. Due to the rumors, however, a number of depositors began to withdraw their deposits or transfer their accounts to other banks. In justice to all the depositors, we called upon the clearing house association, of which we are a member, to make an investigation Saturday afternoon and this has been done. It has been decided to let the state bank examiner take charge of the bank's affairs. The whole situation is the result of the rumors referred to and this we could not help."

When asked if the depositors would be paid in full, President Thornton said:

"Yes, I believe that every depositor will get dollar for dollar. Of course this cannot be done immediately as the investigation must be completed by the state bank examiner."

The investigation disclosed that the bank had 9000 depositors, savings and otherwise; that savings deposits aggregated $723,000, and checking accounts $896,000, and demand and time certificates came to $448,000, for a total of $2,067,000. While assets exceeded liabilities by some $600,000, it was determined by the Clearing House Association that the bank held too many uncollectable notes, and that certain large loans on Cuban and Alabama lands had placed the bank in such a position that it could not withstand a run.

One Atlanta business man and banker, able to do something about the matter, thought differently. The Cuban and Alabama properties looked pretty good to Asa G. Candler, President of The Coca-Cola Company and of the recently organized Central Bank & Trust Corporation. On December 24th, the Central Bank was made receiver for the Neal Bank, and by way of a Christmas announcement, Mr. Candler said:

"I have every reason to believe that every depositor in the Neal Bank will receive every dollar of his money, and that when the affairs of that institution are wound up there will be something left for the stockholders."

He was not far wrong. Though it took some time all depositors were eventually paid in full through the skillful liquidation of the defunct bank's assets. And though the statutory fee for the service was five per cent, Mr. Candler refused to take but half that amount.[14]

Among the old citizens of the Atlanta area whose careers were closed by death in 1907 were Captain William A. Hansell, a native of Marietta, son of General A. J. Hansell, of Cobb County, Confederate soldier and a pioneer in the local fertilizer business; W. T. Akers, native of De Kalb County, a member of Wheeler's Cavalry, C.S.A., flour miller and lumber dealer; Captain Lawrence E. O'Keefe, Irish-born Confederate soldier, river boatman and agricultural implement dealer; Colonel Henry Pattillo Farrow, native of Laurens District, South Carolina, superintendent of the Confederate States nitre and mining bureau, subsequent to the war a prominent Republican politician, U. S. District Attorney, and former postmaster of Gainesville, Georgia; Dr. A. R. Alley, formerly of Charleston, South Carolina, and a prominent physician; J. Henly Smith, noted journalist, formerly co-proprietor with Colonel George W. Adair, of the *Southern Confederacy,* and pioneer real estate man; Thomas J. Grubbs, a resident since 1845; John A. Casey, a son of pioneer settler Hiram Casey, came to Fulton, then De Kalb County, with his father in 1838, for many years justice of the peace of the old Casey's District, and founder of Casey's Cemetery; Colonel Albert E. Thornton, Sr., native of Troup County, a son-in-law of General Alfred Austell, graduate of the University of Georgia, class of 1874, and a noted cotton manufacturer and banker; Charles F. Malone, wholesale dry goods merchant, a partner in the Ragan-Malone Company; Stephen W. Postell, a native of Savannah and a widely known and beloved newspaper man; Michael Haverty, merchant and older brother of James J. Haverty; Rufus B. Bullock, former governor of Georgia, died in Albion, New York, and buried there; Eugene M. Ottley, prominent young insurance man and a brother of John K. Ottley; Andrew Jackson "Uncle Jack" Buchanan, an employee of the W. & A. R. R. shops since 1847; Michael A. Steele, an old resident of the Rock Springs section and a son of pioneer settler Isaac Steele.[15]

Others were Peter J. McGovern, noted railroad man and, since 1899, chairman of the Southern Classification Committee; Michael Mahoney, a native of Whitegate, County Cork, Ireland, resident of Atlanta 50 years, formerly city councilman and first local commissioner of public works. As an ante-bellum railroad contractor, he superintended the construction of the Blue Ridge tunnel on the C. & O. R. R.; Jeremiah C. Huff, born in Newton County and came to Fulton County in 1855 where he built Huff House, later a noted landmark near Inman Yards, father of the late local historian, Miss Sarah Huff; Captain John A. Grant, civil engineer and railroad builder, son of the late Colonel L. P. Grant; Colonel John A. Wimpy, lawyer, a native of East Tennessee; George Hinman, English-born furniture manufacturer and founder of a well-known Atlanta family; Frank T. Ryan, native of Jasper County, Confederate soldier, former city councilman, and long clerk to that body; Thomas C. Mayson, grocer, city councilman and son of James L. Mayson of the historic Mayson & Turner Ferry; Captain Joel Mable, of the pioneer Mableton family, school teacher and subsequently a civil engineer and builder; Walter S. Withers, born in South Wales, founder of the old Withers' Foundry, and husband of Julia Carlisle, Atlanta's first baby; Joseph E. Singer, merchant, Confederate soldier and a native of Stewart County; Captain Ezekiel M. Roberts, pioneer Atlanta realtor; the Rev. B. E. L. Timmons, a graduate of Emory College and a minister of the North Georgia Methodist Conference for 40 years; William C. Shearer, pioneer machinist, volunteer fireman and a strong advocate in behalf of Atlanta's first waterworks; Captain Zach Martin, former councilman and, since 1868, one of the most popular conductors on the Atlanta & West Point Railroad; Humphreys Castleman, former Atlanta stock and bond broker, died in Louisville, Kentucky; Samuel Dexter Niles, New Hampshire-born educator; Colonel Samuel Watkins Goode, teacher, lawyer and real estate man; Jonathan Pinnell, pioneer citizen of the Decatur District, killed by a Seaboard train near his home; Walker Patterson Inman, prominent capitalist and cotton merchant, father of Mrs. James R. Gray and Mrs. Morris Brandon; Anton L. Kontz, railroad man, banker and a son of pioneer citizen Christian Kontz; Dr. Robert D. Spalding, born in Union County, Kentucky, Confederate soldier, former physician, later a prominent merchant and business man; Thomas J. Harper, the original local "dollar store" man and the first city electrician; S. L. Solomonson, prominent Mason and a pioneer jeweler, and John M. Born, a native of Lithonia and a retired coal merchant.[16]

On March 6, 1907, there passed from life at Clarkesville, Georgia, a colossal and unique figure. Judge Logan E. Bleckley, lawyer, jurist, philosopher, mathematician, and poet, was born in Rabun County, Georgia, in 1827. At the age of eleven he began, on his own volition, the study of law, using as his first text a borrowed copy of *Blackstone's Commentaries.* In April, 1846, still a youth of 18, he was admitted to the bar. His career for the next few years is related in his own words:

"Though for the two following years I had a monopoly of the minor practice, and a fraction of that which was of some importance, the litigation of one sparsely settled mountain county which fell to my share was too inconsiderable to break the continuity of my studies, or rather my legal meditations. . . . My professional income for those two years, not counting insolvent fees, amounted to between $35 and $50 per annum. Having no means with which to establish myself elsewhere and wait for a clientage, I determined to suspend practice and engage in a more lucrative department of labor until I could accumulate a small capital. I sought and obtained employment as bookkeeper in the State Railroad office in Atlanta and remained for three years—my compensation ranging from $40 to $60 per month. In the fourth year, I was transferred to Milledgeville, then the capital, being appointed one of the Governor's secretaries, with a salary of $1200. A new incumbent of the executive's chair was inaugurated in 1851, and both my health and my politics needing repairs, I returned to private life and opened an office in Atlanta. Clients gradually ventured within my chamber, and I soon had a moderate prosperity, due chiefly to acquaintance made in railroad circles during my three years' service as a railroad clerk."[17]

A short time after returning to Atlanta from Milledgeville, Bleckley was elected solicitor-general of the Coweta Circuit, serving six years. In 1864 he began a three-year term as reporter of the State Supreme Court. By executive appointment in 1875 he became an associate justice of that court. After serving five years he returned to private practice, but in 1887 he was made chief justice of the Supreme Court, a position he held with distinction until his resignation in 1894.[18]

Judge Bleckley was not only a student of law, theology, metaphysics and mathematics, but he was a great reader of general literature, history, science, biography and travel. Indeed, a harder worker or more laborious student never graced the Georgia bar. His opinions, while serving on the Supreme Court illustrate a clarity of mind and an ability seldom, if ever, equalled, to slash through legal verbosity and pomposity in order to lay bare the simple unadorned matters at issue. A few extracts from some of his opinions follow:

"The brother was not sworn as a witness, but the sisters both testified, and for women, they swore hard. One of them must have been in deep error, for they disagreed widely."—55 *Ga. Reports,* 321.

"A locomotive and a mule may well pass over the same ground, so that they pass at different moments of time. If, however, they contend for the same place at the same instant, and a collision ensues with damage to either, the diligence of their respective owners may be challenged and compared."—56 *Ga. Reports,* 542.

"The brief of counsel asserts that the new trial was granted on Sunday. If it was, this objection should have been openly specified in the bill of exceptions, and not concealed under a generality that affords of it no hint whatever. We cannot permit a judgment to be ambushed in this court in any such way."—59 *Ga. Reports,* 338.

"A corporation of this State cannot be dissolved by an Act of Congress, or by the administration thereof through the Federal courts. Georgia created, and she alone can destroy. Besides, it is not the purpose of the bankrupt law to dissolve corporations. 'Your money,' not 'your life,' is the demand of the Bankrupt Act."—60 *Ga. Reports,* 180.

"In taking a wife a man does not put himself under an overseer. He is not a subordinate in his own family, but the head of it. . . . A subjugated husband is a less pleasing and a less energetic member of society than one who keeps his true place, yet knows how to temper authority with affection. . . . Being a husband, he is the free head of a family, and as such needs no license to bind himself by his contracts—not even the license of his true and lawful wife."—61 *Ga. Reports,* 333.

"Fun is rather too energetic, even for Christmas times, when it looks like a disposition to indulge in a little free and easy homicide. Shooting powder-guns at a man as a practical joke is among the forbidden sports."—61 *Ga. Reports,* 584.

"This is an unsightly literary blemish, but not a grave legal infirmity. In school the composition would not pass, but it may be tolerated in the courthouse. The meaning is clear, though the verbal inaccuracy is glaring."—62 *Ga. Reports,* 589.

"Mrs. Rose Taylor testified as a witness in behalf of the State, and it is evident from the tenor and tone of her testimony that she considers her husband as a member of her family, and herself as the head of the establishment. The true legal relation of husband and wife is in her mind reversed. Metaphorically speaking, she puts the petticoat in a more advanced position than the pantaloons."—63 *Ga. Reports,* 307.

"The hardships of the particular case is no reason for melting down the law. For the sake of fixedness and uniformity, law must be treated as a solid, not as a fluid. It must have, and always retain, a certain degree of hardness to keep its outlines firm and constant. Water changes shape with every vessel into which it is poured; and a liquid law would vary with the mental conformation of judges, and become a synonym for vagueness and instability."—64 *Ga. Reports,* 268.

"In the ornithology of litigation this case is a tomtit, furnished with a garb of feathers ample enough for a turkey. Measured by the verdict, its tiny body has only the bulk of twenty-five dollars, but it struts with a display of record expanded into eighty-three pages of manuscript. It seems to us that a more contracted plumage might serve for so small a bird, but perhaps we are mistaken. In every forensic season, we have a considerable flock of such cases, to be stripped and dissected for the cabinets of jurisprudence. We endeavor to pick our overfledged poultry with judicial assiduity and patience."—87 *Ga. Reports,* 542.[19]

Often in his private conversation and in social intercourse, Judge Bleckley lauded the indulgence of wholesome fun in speech and conduct as among the best of virtues.

His comment on culinary matters is a classic. Henry W. Grady once prepared a questionnaire which he sent to a number of prominent Atlantans. The question was: If you had to give a dinner for 12 men, what would you put on the table, having money to pay for it, plenty of time for preparation and an open market in which you could buy articles of your choice? M. C. Kiser answered that he would have hog jowl and peas, turnip greens, cornbread, apple pie, buttermilk and coffee. Major Livingston Mims furnished a menu of French cooking about half a column long, winding up with an ample wine list. And so with various others.

Judge Bleckley's reply was about as follows: "Henry, if the men were entire strangers to me I would have a great variety of viands and many kinds of drinks, all served with elaborate plate and much ceremony. If I knew the company very well I would have fewer dishes and less plate and ceremonious service. If the men were old-time friends of thirty or more years' standing whom I had not seen for a long time, we would sit down to some well-cooked meat and bread and some coffee and have a good time." He then added:

"The more feeling, the less need
For gaudy and expensive feed."

In times of social relaxation the Judge was sometimes a little fantastic. One evening he paid a visit to the home of his warm friend, Dr. H. V. M. Miller on Walton Street. A number of guests, male and female, were assembled in Dr. Miller's parlor. Suddenly they became aware of a tall, unannounced visitor at the door. Making a bow, the visitor said:

"My name is L. E. Bleckley. I wish to see my old friend, Dr. Miller. Perhaps I should explain my costume. This beaver hat and Prince Albert coat are for any professional men I might meet; these brogan shoes are worn for comfort, and in deference to any laboring man or farmer who might be present; these overalls are for the mechanics; and as I suspected I might chance to encounter a 'dude' or two, I wore this blue cravat and brought along this sporting walking stick."

The late Addison M. Wier, widely known as a writer under the nom de plume of "Sarge Plunkett," once said that a few days after he had been elected justice of the peace at Decatur, Judge Bleckley paid him a visit. After spending two hours inquiring about old friends in De Kalb and their families, the judge arose to go, and as he did so produced a $5 bill. "Here, Wier, is $5," he said. "I will mail you the other $5 on return to my office." To Mr. Wier's protest that the judge owed him nothing, the reply was: "If you came to my office and demanded two hours of my time, I would charge you at least $10." And then he took his departure. This was doubtless intended as a lesson to "loafers."[20]

Georgia has produced many great and good men, but none possessing in higher degree than Logan E. Bleckley, all the elements of a noble manhood, expressed in numberless acts of justice, wisdom, love and patriotism, throughout a long life of useful labors. He rests among hundreds of his contemporaries in Atlanta's Oakland Cemetery.

As the year 1907 closed in Atlanta, so also did its numerous saloons. An earlier local attempt at prohibition, in 1885, failed for want of public support. This time the institution of the swinging door, brass rail, free lunch and whiskey by the drink disappeared permanently from the streets of Atlanta. That impending situation was described by the *Constitution* in a front page story on December 27, 1907:

"Next Wednesday [January 1, 1908] there will be closed in Atlanta under the state prohibition law 86 whiskey saloons, 23 beer saloons, 21 wholesale liquor houses and two wholesale beer houses. Of these there are 61 whiskey saloons for white people and 25 for negroes; 17 beer saloons for whites and six for negroes.

"With the saloons and wholesale houses, one brewery will go out of business. As to what will be done with the brewery is not yet known, as the proprietors declined up to yesterday to give out any information.

"With the closing of the whiskey houses will come the cutting down of the city's receipts from licenses to the amount of $131,112.50, the exact amount which was paid to the city treasury from that source last year.

"It is estimated that the amount of capital which had been invested in the whiskey business in Atlanta is between $750,000 and $1,000,000. Much of this, it is said, will be reinvested in the city in other enterprises. Some will be withdrawn to other cities, as several of the whiskey dealers have given notice that they would carry on the same business in Chattanooga, Jacksonville and other cities.

"The wiping out of the whiskey business all at one time will cause quite a change in one respect of the city's business affairs. This was done to a certain extent once before [1885-1887] when Fulton County went dry under local option, but then the wine houses and the wholesale whiskey dealers whose licenses ran over kept open for some time after prohibition went into effect. Next Wednesday the city will go absolutely dry.

"What Decatur and Peters Street will look like without a single whiskey or beer saloon can only be conjectured, but it seems very certain that these boulevards will not be just the same as they were of yore.

"The stores which have been occupied by the 132 whiskey and beer houses must be occupied by those engaged in some other kind of business. Already several of the downtown saloons have been rented.

"Where the B. & B. held forth [southeast corner Marietta and Forsyth streets] for many years with a wholesale department and a corner saloon, the Fielder & Allen Company will sell office fixtures.

"The Pabst saloon in the Fitten building will be used as a fashionable barber shop. Schwartz's saloon, 29 South Pryor Street, will be run by the same proprietor, as a Dutch lunch room. At No. 112 Decatur Street, Campbell, the saloonist, will conduct a soft drink establishment. There will be a meat market at 9 West Mitchell Street, where Brady & Bro. have a saloon.

"The Gross Tailoring Company will occupy the R. M. Rose place at 79 Peachtree Street. Friend's saloon, at 188 Decatur Street, will become a meat market. The Ponce de Leon saloon, at the corner of Peachtree and Poplar streets, will become the downtown ticket office of the Atlanta, Birmingham & Atlantic Railroad. Casirer's place, on Whitehall Street, will be turned into a barber shop. The whiskey department of Jacob's Pharmacy will be used by a shoe company. Where the Gordon-Reid company has a saloon on Decatur Street there will be a furniture store. . . .

"It is understood that the saloons will all be allowed to remain open from now until 10 o'clock Tuesday night, December 31, except on Sunday. At that hour they will close their doors for good and Atlanta will begin its prohibition era under the state prohibition act passed by the legislature last summer."[21]

There were some loopholes in the prohibition law of 1907. Clubs were permitted to serve drinks to their members. This was done on the assumption that a club, especially in Atlanta, where clubs dominate social life, was a man's home—his second home at least. So the bars in Atlanta's legitimate clubs were kept open as usual. Illegitimate clubs soon sprang up. These were known as locker clubs and were mostly in upstairs locations, principally office buildings. Members were supposed to pay dues, but few were ever posted for being in arrears. The clubs were in fact saloons—which had been kicked upstairs. Later, under the general tax act of 1909 they were made legitimate on the basis that there was nothing in the original act forbidding the use of alcoholic liquors in homes or clubs. A tax of $500 a year was thereupon placed on locker clubs. Under a decision of the Court of Appeals in March, 1908, saloons were allowed to sell soft drinks and "near beer," which was held to be non-intoxicating.[22]

NOTES—CHAPTER 85

[1] *Atlanta Constitution,* Aug. 22-23, 1906.

[2] Cooper, *Fulton County,* 710.

[3] *Atlanta Constitution,* Aug. 23, 1906; *City Directory,* 1907.

[4] City directories, 1906, 1907.

[5] *City Directory,* 1907, p. 393.

[6] Cooper, *Fulton County,* 668-669.

[7] Fred Denton Moon, "Atlanta's 19 Fire Heroes," *Atlanta Journal Magazine,* Mar. 12, 1933; "Garrett's Necrology."

[8] "Garrett's Necrology."

[9] Cooper, *Story of Georgia,* III, 393.

[10] *Atlanta Constitution,* May 26, 1907.

[11] *Ibid.*

[12] *Ibid.,* Feb. 4, 1907.

[13] Who was to serve continuously until 1922.

[14] *Atlanta Constitution,* Dec. 23, 1907, *et seq.;* Candler, *Asa G. Candler,* 290-291.

[15] "Garrett's Necrology."

[16] *Ibid.*

[17] Georgia Bar Association, *A Memorial of Logan Edwin Bleckley* (Macon, Ga., 1909), 8.

[18] *Ibid.,* 9-10.

[19] All quoted *ibid.,* 251-288.

[20] Piromis H. Bell, "Judge Bleckley's Philosophy," *Atlanta Journal Magazine,* Aug. 14, 1932.

[21] *Ga. Laws,* 1907, p. 81.

[22] Cooper, *Story of Georgia,* III, 403; Hal Steed, *Georgia: Unfinished State* (New York, 1942), 178.

CHAPTER 86

1908

FOLLOWING his successful but hard-won victory for the governorship over Clark Howell in 1906, Hoke Smith set about energetically to carry out his campaign promises. In view of this fact, and the precedent in Georgia of giving a successful governor an endorsement term, it was unusual that Smith should have been defeated in the election of 1908. But defeated he was, and by nearly 12,000 votes.

His opponent was totally dissimilar in every respect. Joseph M. Brown, who acquired the nickname "Little Joe" during the campaign, was a native of Canton, Georgia, and a son of war-Governor Joseph E. Brown. He graduated with first honors from Oglethorpe University in 1872, having maintained a scholastic average of 99½. After Harvard Law School he was admitted to the Georgia Bar, but poor eyesight caused him to abandon the legal profession. After a course at Moore's Business College in Atlanta, he entered the service of the W. & A. Railroad, and filled every position in the traffic department from freight-train conductor to traffic manager.

"Little Joe," as his nickname implied, was small of stature and unimpressive in physical appearance. Yet he was endowed with a brilliant mind and great will power. He was a mediocre stump speaker, but a skillful card and letter writer.

Governor Smith, on the other hand, was a large man of impressive mien and personality; a public speaker of great force and a lawyer of wide reputation.

There existed, however, a strong element in Georgia opposed to Smith's policies, particularly his antipathy to railroads and other corporate interests. The national depression of 1907 brought considerable economic distress to Georgia, and the Governor's opponents charged that his reform program and agitation against corporations had brought on or contributed to the hard times. "Hoke and Hunger," "Brown and Bread" became the battle cry.

Aside from these considerations, Brown was something of a martyr. As a member of the Railroad Commission, he had been summarily dismissed from office in 1907 by Governor Smith in connection with a rate issue. There was a widespread feeling that Brown should be vindicated. Another issue in the campaign was the county unit system of election. It was, and still is, firmly established in custom, but Smith favored nomination by popular vote.

Smith stumped the State with great vigor, waging his campaign upon the record of his administration. Brown made no speeches, but his newspaper cards have been compared to the letters of Junius. On June 24, 1908, the *Constitution* hailed the victory of "Little Joe" Brown as a return to "sanity, justice, and conservatism."[1]

The county elections of 1908 produced two new ministerial officers for Fulton County. C. Wheeler Mangum succeeded John W. Nelms as sheriff, and Paul Donehoo succeeded W. W. Thompson as coroner. In De Kalb County, at the same time, only one change took place. E. O. Reagin succeeded T. R. Floyd as tax collector.[2]

As in past years, Atlanta's city council secured some new blood in 1908. Elected as aldermen were J. Sid Holland, Joseph Hirsch, J. N. McEachern, and Edward C. Peters. New councilmen for the year were:

First Ward, Alonzo J. Johnson, life insurance.
Second Ward, Eugene Dodd, lawyer.
Third Ward, James C. Harrison, wholesale grocery salesman.
Fourth Ward, B. Lee Smith, printer, *Atlanta Georgian.*
Fifth Ward, W. Thomas Winn, general insurance.
Sixth Ward, Steve R. Johnston, real estate.
Seventh Ward, Fletcher J. Spratlin, manufacturers' agent.
Eighth Ward, James T. Wright, lawyer.[3]

Only one change was made from 1907 to 1908 in a local ministerial office. Ed R. Hays succeeded F. A. Pittman as building inspector.[4]

During the month of August, 1908, two suburban communities in De Kalb County, East Lake and Chamblee, became incorporated towns.

The Town of East Lake, comprising parts of Land Lots 181, 182, and that part of 204 lying south of East Fair Street, all being in the 15th District of De Kalb, included the property of the country club of the Atlanta Athletic Club, now known as the East Lake Country Club. The original officers of the town were Thomas B. Paine, mayor, and F. G. Byrd and T. C. Crawford, councilmen.[5]

Chamblee, a post office since 1881, and located at the junction of the Southern and Roswell Railroads, was incorporated on August 17, 1908, three days after East Lake. The corporate limits were fixed with the Southern Railway depot as the center and extending one-half mile therefrom in every direction. The act of incorporation stipulated that the town was to be directed and controlled by a mayor and five councilmen.[6]

In the years since 1842, when citizens of "The Terminus" and those for miles around, watched and cheered the departure of the first W. & A. train for Marietta, railroad completion ceremonies had become a fairly regular occurrence in Atlanta. The last such local occasion took place on Friday afternoon, June 19, 1908, when the first train over the newly completed Atlanta, Birmingham & Atlantic Railroad rolled into the old Union depot on Wall Street.

The road had its beginnings in the early years of the century, when several tram roads in South Georgia were consolidated in the neighborhood of Waycross, Brunswick and Fitzgerald, including the "Tifton, Thomasville & Gulf." Eventually, a group of Atlanta capitalists, including H. M. Atkinson and P. S. Arkwright, acquired control of the little road then known as the "Atlantic & Birmingham." Bringing eastern capital into Georgia, they built the road the rest of the way northward from Oglethorpe to Manchester and thence to Atlanta and Birmingham. Renamed the "Atlanta, Birmingham & Atlantic," it was the last sizable railroad to be constructed in the South and the last to enter Atlanta.[7]

It was also the only railroad that attempted to construct a main line into the central business district other than along one of the watershed routes. The A. B. & A. could have utilized the southwest approach from Union City, where it crosses the A. & W. P. 18 miles southwest of Atlanta, and operated directly to the center of the city. That it did not choose to do so was due probably to the fact that the Central of Georgia was a direct competitor and also because suitable yard space along the densely settled southwest approach would have been difficult to find. In any case, the road constructed its line at a low elevation through broken terrain in such a way that it entered the Atlanta Terminal District from due west through a section of the city not previously served by railroads.[8]

In order to route its main line into the center of Atlanta and yet avoid heavy grades and thickly settled residential areas, the A. B. & A. swung its line in a "U" to the north. By that routing the company was able to locate its Bellwood Yard adjacent to the northwest approach. From the yard the main line was run west of but parallel to the northwest approach through the western fringe of the industrial district along that approach. That line was terminated at a point along Haynes Street about two blocks west of the Terminal Station, where the road's freight house is located. In order to make connections, the A. B. & A. built a connecting line eastward from its Bellwood Yard to the tracks of the N. C. & St. L. on the northwest approach. So great is the grade on that line, however, that tonnage trains cannot use it although passenger and interchange trains can. A second connection was then made by running a line westward from Bellwood Yard to the L. & N. belt line. Not an ideal arrangement, but the best available at the time.[9]

(From rotogravure section "Atlanta Constitution" July 15, 1928. Photo by H. R. Loudermilk)

The Court-house Square in Marietta, Ga., on a Saturday afternoon in 1908. Cotton was king and paved roads and the motor vehicle had yet to make horse- and mule-drawn vehicles obsolete

Fully 30,000 people witnessed the first through passenger train as it arrived from Brunswick on Friday afternoon, June 19, 1908. Said the *Journal* next day:

"With the shrieking notes of scores of locomotive and factory whistles, the tintinnabulation of hundreds of bells, and the strident cheers of 30,000 uniting in one deafening chorus of welcome, the run of the first train over the Atlanta, Birmingham & Atlantic Railroad came to a dramatic close in the union depot Friday afternoon at 4:50 o'clock.

"Although boisterously cheered all along the 335 miles of its run from the sea, the climax to all demonstrations came when the train, running as the 'Atlanta Chamber of Commerce Special,' crossed the city limits near Ashby Street and started for the union depot through deafening lines of railroad engines, industries, and thousands of people.

"From Ashby Street on a demonstration was given to the new train as seldom ever seen in Atlanta before. Every factory added to the din and confusion, while the windows of the plants were packed with people who sought higher vantage ground than those who lined the right of way or stood upon the top of freight cars along the line. Many of the factories were gay with bunting and flags, while the employees waved miniature U. S. flags. . . .

"Every loom and spindle was left idle and the plants vied with each other in confining all their steam pressure to the whistles. One original engineer had a steam pipe from his whistle in the basement engine room to the fifth floor of the plant, and with the whistle sounding in spasmodic shrieks, put to shame all other whistles for the time being.

"Yard engines of the Southern railway, Seaboard Air-Line, N. C. & St. L., Central, and L. & N. added their blasts of greeting. . . .

"Every viaduct was thronged with people. The Magnolia Street bridge, the Mitchell Street viaduct, Forsyth Street viaduct, Broad Street bridge and the Whitehall Street viaduct were all packed with cheering people. The overflow crowds began to gather en masse under the Forsyth Street bridge. From there on to the Union depot the people covered all the ground.

"The ovation at the depot lasted for fully five minutes. Once when it subsided for a second, Vice-President Arkwright, standing on the rear end of the train, was called on for a speech, but the cheers of the crowd farther back drowned his voice. The guests of the 'Special,' including President [of the Chamber of Commerce] Asa G. Candler, Chairman J. Willie Pope, Secretary Walter G. Cooper, D. O. Dougherty, C. J. Williamson, J. K. Orr, F. J. Paxon, R. F. Maddox, J. D. Robinson, Eugene Callaway, W. S. Duncan, H. A. Maier, John E. Murphy, Harry L. Schlesinger, P. S. Arkwright, Harry Hightower, M. D. Woodward, C. E. Caverly, Theo W. Martin, and others left the train and went to the Kimball House to prepare for the banquet held that evening.

"The entire trip was one of the most successful ever seen. The crowd of visitors who filled the 'Special' were in the happiest frame of mind, and there was not one single incident to mar the pleasure.[10]

"The 'Special' arrived in Atlanta behind engine No. 1502, in charge of Engineer Newt H. Evans. J. W. Brady was the conductor."

The Chamber of Commerce banquet at the Kimball that night was a gala affair attended by 900 Georgians, representing the cities along the line of the new road. Asa G. Candler presided as toastmaster. The speakers were: R. F. Maddox, H. M. Atkinson, P. S. Arkwright, William G. Brantley, Brunswick; Fuller E. Callaway, La Grange; Hon. Hoke Smith, F. A. Quillian, mayor pro-tem of Atlanta; J. D. Edmundson, mayor of La Grange; C. H. Richardson, mayor of Montezuma; J. G. Knapp, mayor of Fitzgerald; M. M. Cooper, mayor pro-tem of Thomasville; V. L. Stanton, Waycross, and R. R. Hopkins, mayor of Brunswick.[11]

The original officers of the A. B. & A. were: H. M. Atkinson, president; P. S. Arkwright, first vice-president; Alex Bonnyman, who located practically all of the right of way, general manager; C. B. Wilburn, general superintendent; John R. Rowland, traffic manager; J. J. Campion, general freight agent; W. H. Leahy, general passenger agent; H. M. Milam, treasurer, and Robert E. Cullinane, secretary.[12]

Headquarters of the A. B. & A. were established in Atlanta in a new office building, erected for the purpose, at Walton and Fairlie streets.[13]

The A. B. & A. was built for heavy traffic, which did not immediately materialize because of the relatively undeveloped territory through which it ran. As a result it encountered financial difficulties soon after its completion and went into receivership, first under its chief builder, Mr. Atkinson, and, in 1913 under Edwin Travis Lamb, former president of the Norfolk Southern Railroad. Probably the railroad's darkest hour came in 1921, when a strike, accompanied by disorders, practically halted all traffic for ten days.

In 1927 the A. B. & A. was reorganized as the Atlanta, Birmingham & Coast. Its common stock was acquired by the Atlantic Coast Line, and Benjamin Lamar Bugg, receiver and general manager since 1920, was installed as president. He retained the office until his retirement in 1945.

Finally, on January 1, 1946, the A. B. & C. lost its separate identity, and its diamond-shaped locomotive insignia vanished. The road was bought outright by the Atlantic Coast Line and is now operated as the western division of that railroad, with division headquarters in Atlanta. For the last few months of its separate existence, the old A. B. & C. was operated by two of its veteran officers, J. Lee Edwards, vice-president, and C. E. Brower, general superintendent.[14]

Some two months after the A. B. & A. Railroad began operating into and out of Atlanta, the Southern Railway lost one of its most popular and skillful Charlotte Division locomotive engineers, Benjamin Franklin Dewberry.

Dewberry, a veteran of 27 years' service, alternated with W. J. O'Neal on northbound No. 38, the old New York and New Orleans Limited, predecessor of the Crescent. He left Atlanta at 12:40 P.M., Sunday, August 23, 1908, at the throttle of Pacific No. 1237, with the Southern's finest train trailing behind.

One mile south of Buford the locomotive struck a spike, placed on the track by a 12-year-old boy who "wanted to see what a train wreck looked like." He saw. At the moment of impact Dewberry applied the emergency brake, thereby saving his train. But the locomotive turned over, scalding the engineer and his Negro fireman, Mayson Wadkins, to death. The huge driving wheels continued to spin until the steam in the boiler was exhausted.[15]

Engineer Dewberry was a native Atlantan, born in 1858. Commented the *Journal* editorially on the 25th:

> "Peculiar pathos and regret surround the death of Engineer Ben F. Dewberry, who lost his life in an accident on the Southern railroad on Sunday afternoon. He died, as he lived, faithful to his duty and faced his end with the calm resignation of one who knew no fear.
>
> "When the crucial moment came there was no thought of saving himself, but only of the passengers whose lives were in his keeping, and his latest thoughts were to spare pain and suffering to one who was nearest and dearest to him.
>
> "He was one of the veterans of the road. For more than a quarter of a century he had been in the employ of the Southern, and he counted his friends by the score, in Atlanta and all along the line of his run. He was recognized

as one of the most skillful and valuable men in the service of the company. In every walk of life he was known as a worthy citizen.

"That his life should be snuffed out as a result of what appears to have been the malicious mischief of someone not yet apprehended only adds to the sense of grief with which his sorrowing friends are afflicted.

"His name will be held in strong remembrance by a host of those who knew him best and therefore esteemed him most."

One of these friends was the Rev. Pierce Harris, now (1953) minister of Atlanta's First Methodist Church, who wrote on July 8, 1953:

"When I was a little kid and lived by the side of the tracks at Buford, I used to wave at the engineers when they passed. Once in a while, they'd throw me an apple or an orange; and when old 1237 piled up under the oak trees one Sunday noon down below town and Ben Dewberry was caught under the wreckage, my little heart grieved, along with all who loved him."[16]

Sometime after the wreck the heroic death of Ben Dewberry was epitomised in a song by Andy Jenkins. It was made into a record by the R.C.A. Victor Company and issued as *Ben Dewberry's Final Run,* sung by Jimmie Rodgers, with guitar accompaniment.[17]

In February, 1908, there passed out of existence one of the oldest and most unique retail establishments in the city, the general merchandise store of Peter Lynch at 95 Whitehall, between Hunter and Mitchell streets. Operated by Peter Lynch from 1857 until his death in 1903, and by his son, Peter A. Lynch, for the next five years, the old store finally fell a victim to prohibition.

While a portion of the establishment was used as a saloon, where prominent Atlantans once secured their morning toddies, that part of the store only occupied a few square feet. There were no bar fixtures, with the exception of small whiskey and wine glasses. There was no bar, for the rare old brands of whiskies were kept in barrels on a table. Hardly more than two barrels were ever seen at once, the principal stock of beverages being kept in the basement.

There were no bottles or decanters. All drinks were drawn from the barrels which were provided with faucets. Nearby was a water cooler with a tin dipper. When a customer came in he filled the dipper with his own hands and called for the drink, which was drawn out of the barrel. There was no sugar or other ingredients commonly used by saloons. While there were many patrons of the place, it had the reputation of never harboring any disorder, and customers who exhibited the misfortune of having drunk too freely were not allowed to secure more drinks. The old expression "put your money on the barrel head" was literally true at Peter Lynch's. That is where all liquor customers placed their money.

By far the larger area of the store was used for general merchandise. Here the ladies of old Atlanta secured their flower and garden seeds. Also available were provisions, groceries, garden tools, boots, shoes, leather, crockery, etc. An era closed when the old store was remodeled and leased to Isadore Springer, millinery and ladies' furnishings.[18]

A few months later young James Pleasant Allen, a native of Nashville, Tennessee, who had come to Atlanta from Dallas, Texas, in 1905, as a buyer for M. Rich & Bros., opened shop at 51 and 53 Whitehall Street, a block north of the old Peter Lynch location. Mr. Allen's venture was unique in that it was the first store in Atlanta devoted exclusively to ready-to-wear garments, furs and accessories for women and misses.[19]

The new store prospered, and though destroyed by fire in December, 1916, continued to grow. Since 1927 it has been located at its present site on the northeast corner of Peachtree and Cain streets—a location long graced by the handsome home of W. Rhode Hill.

During 1908 Atlanta's residential districts continued to expand, with particular emphasis on Peachtree Road, the eastern part of Ansley Park, and Inman Park. It was also during this year that Druid Hills, just over the Fulton line in De Kalb County, had its beginnings.

By the end of March the widening of Peachtree Road from Brookwood bridge to Buckhead into an 80-foot boulevard had been virtually completed. A wooden bridge over the Seaboard railroad tracks and a new bridge over Peachtree Creek were underway. To effectuate the widening, which was performed by county laborers under the superintendency of Captain Thomas J. Donaldson, property owners along both sides of the road donated 10 feet of their land.[20] It was also during this year that Mr. and Mrs. John M. Slaton built their handsome home on 80 acres just south of Buckhead. Their neighbors were by no means numerous.

In addition to the eastern part of Ansley Park, along Piedmont Avenue, the whole section from Peachtree to Jackson (now Parkway Drive) streets and between 8th and 10th, was building up rapidly. Thomas K. Glenn built a large home at the northeast corner of Myrtle and 8th, and the Tenth Street (now Clark Howell) School was completed.[21]

Since the day, in 1889, when Joel Hurt built the first electric car line from the center of the city to the embryonic Inman Park, that section, originally composed of 100 acres, had grown by 1908 into a community of fine homes, and had spurred the growth of the entire section to beyond the county line at Moreland Avenue.[22] Among the well-known Atlantans living in Inman Park proper at this time were Warren A. Candler, Joseph C. Greenfield, Allen D. Candler, Rev. Wilbur F. Glenn, George E. King, John A. Perdue, Ernest Woodruff, Charles Howard Candler, Joseph E. Maddox, Hugh M. Willett, James E. Carlton, Asa G. Candler, Robert C. Black, Joel Hurt, B. Mifflin Hood, Samuel C. Dobbs, Dr. John S. Hurt, Thomas H. Jeffries, Edgar L. Grant, Fitzhugh Knox, Asa G. Candler, Jr., Joseph Gregg, Aaron Haas, John R. Wilkinson, M. Lamar Collier, Mark W. Johnson, George L. Bell, Dr. Frank P. H. Akers, and Elijah A. Brown.[23]

Readers of the *Atlanta Journal* on Tuesday, May 19, 1908, were greeted by the following front-page announcement:

DRUID HILLS, JOEL HURT PROPERTY,
SOLD FOR A COOL HALF MILLION;
LARGEST SALE EVER RECORDED HERE

George Adair Sells to Syndicate Entire Holdings of
Kirkwood Land Co.—Deal a Brilliant One

Continued the *Journal:* "On yesterday George Adair, of the firm of Forrest & George Adair, sold to a syndicate the entire holdings of the Kirkwood Land Company for $500,000, a neat half million. The syndicate of purchasers consists of Asa G. Candler, Preston S. Arkwright and Forrest & George Adair.

"In this brief paragraph is summed up the largest real estate transaction ever made in the southern states. The land sold consisted of a tract of 1492 acres of highly developed residential property on the northeastern edge of Atlanta. . . .

"Beginning at the intersection of Ponce de Leon and Moreland avenues, it stretches out along a rolling plateau about a mile north of the Georgia Railroad, reaching almost to Decatur. It extends northwardly along Williams' Mill (now Briarcliff) Road for several miles. A continuation of Ponce de Leon avenue in graceful and easy curves through the center of the property makes the nucleus of a proposed 80-foot driveway and auto course to the Atlanta Athletic Club grounds at East Lake.

"In more ways that one this gigantic land sale will stimulate activity in real estate all along the line between Atlanta and East Lake and Decatur. It will immediately make more available and more desirable every foot of ground contiguous to the proposed highway. The deal will remove an obstacle to Atlanta's continued growth along logical lines and all property values will be strengthened. The change will be welcome to the people of Decatur, relieving them of the dangerous and dusty drive along the Georgia Railroad, furnishing them a graded 80-foot driveway to Atlanta, every portion of which will be a picture of residential beauty."

Several years before, the site of Druid Hills had been selected by Joel Hurt, by training a civil and landscape engineer, and a profound student of botany and forestry. Indeed, the natural beauty of the land had enabled Olmstead Brothers, of Brookline, Massachusetts, nationally known landscape architects, employed by Mr. Hurt, to work out a picturesque scheme of streets and drives and to lay off elevated building sites, without a wholesale destruction of trees and shrubs. Mr. Hurt's own taste and training were called into play to make more beautiful the individual building lots.[24]

Forrest Adair, in speaking of the sale, said:

"Of course it is very gratifying to everyone interested in the real estate business to know that a single transaction involving a half a million dollars could be made during these times when people were inclined to be blue, or talking of financial depressions and panics. . . .

"In my opinion, the lots in the Druid Hills subdivision, lying on either side of Ponce de Leon avenue, are more beautiful and more desirable for first class homes than any other section in the vicinity of Atlanta; and I believe that within a very few years the handsomest residences in the state of Georgia will be located in this subdivision.

"We are going to work immediately to further carry out the plans originally suggested by Mr. Olmstead, provide water, sewerage, electric lights and street car facilities; and will then begin offering the lots to approved purchasers upon such reasonable restrictions as will protect the entire subdivision."

Mr. Joel Hurt said:

"My pride has been to establish a magnificent residential suburb. I had hoped to be able to carry out this plan myself but my other business interests have so monopolized my time I have had to delay.

"Now that an opportunity is presented to turn the property over to gentlemen who will carry out my plans and the designs of Mr. Olmstead, I am willing to part with the property.

"The handsomest residences in the south will be located in Druid Hills."[25]

On June 25, 1908, the De Kalb County Superior Court granted a charter for a corporation named simply "Druid Hills." The first meeting of the incorporators was held five days later on Lot No. 1, Druid Hills subdivision, located on Moreland Avenue. The 2,500 shares of the company's capital stock, valued at $200 per share, was subscribed by those present as follows: Asa G. Candler, 2,250 shares; Forrest and George Adair, 25; Preston S. Arkwright, 125; William D. Thomson, 25; Harold Hirsch, 25, and John S. Candler, 50 shares.[26]

Asa G. Candler, with his usual faith in the future growth of Atlanta and the soundness of local real estate, let no proper expense be spared in the development of this choice tract. By the end of June, 1917, real estate purchases amounted to $832,688.29. Improvements of all kinds, such as grading, paving of roads, a bridge on Ponce de Leon Avenue at Lullwater Road, sanitary services, water and gas lines, sidewalks, curbing, trees and shrubbery, amounted to $641,944.36. The cost of the golf club and clubhouse was $140,098.36, and of the electric car line $51,293.24; a total of $833,335.96, exclusive of the original cost of the land.[27]

The prophecy of Joel Hurt and of Forrest Adair came true. Some of the finest homes in the South were built in Druid Hills. And certainly today, there is no more picturesque spot anywhere than Druid Hills during the height of the dogwood season in April. Joel Hurt, the Messrs. Olmstead and Asa G. Candler planned well indeed.

The physical development of Atlanta was temporarily arrested in the spring of 1908 by both wind and fire.

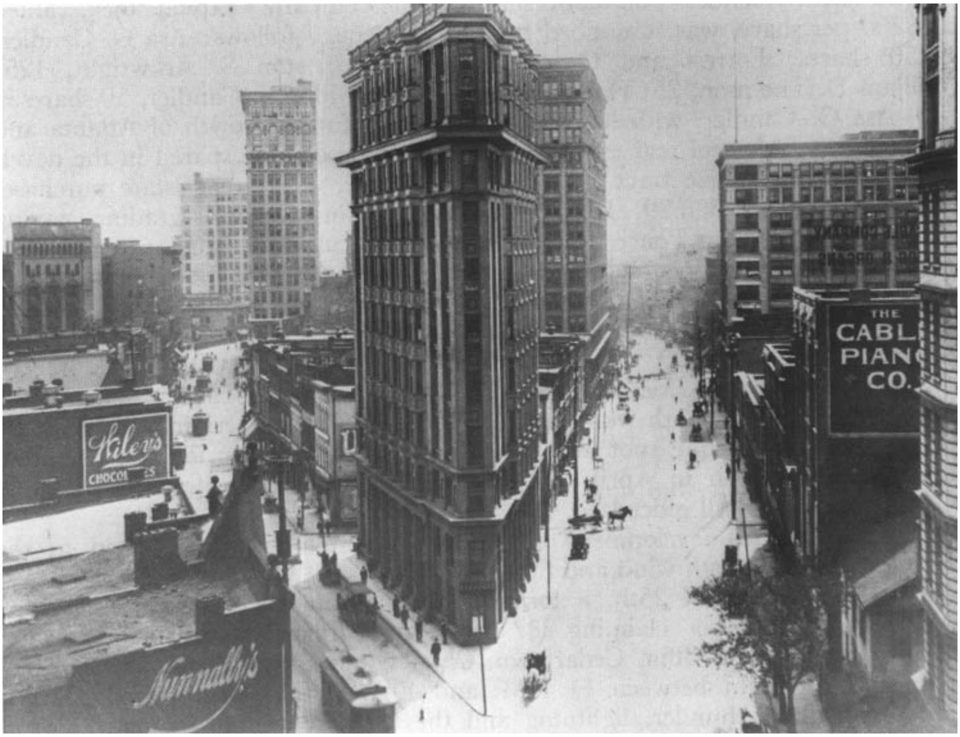
On Friday, April 25th, a tornado swept through Louisiana, Mississippi, Alabama and Georgia, claiming 287 lives. In Georgia, heavy damage and loss of life occurred at Griffin, Cedartown, Chipley and Cave Spring, among other places. That night between 11 P.M. and 1 A.M. the storm visited Atlanta, accompanied by thunder, lightning and the heaviest rainfall in many a year.

Fortunately, no lives were lost; nor, in fact, was anyone seriously hurt. But wind and water damage was heavy. Most of the wind damage occurred in the northeast section of the city, along Boulevard, Irwin Street, Highland Avenue and Prospect Place. Here a number of brick chimneys were toppled, many falling through roofs and narrowly missing persons in the rooms below. Other roofs were blown off and porches were wrenched askew by the force of the wind. Among the chimney losers was Atlanta's weatherman, J. B. Marbury, who resided at 21 Garfield Place, off Highland Avenue. The Georgia Railway and Electric Company and both telephone companies were hard hit. Street car service on both the River and Hapeville lines was temporarily halted because of washouts. On Saturday morning, those few Atlanta citizens who were able to sleep through the storm, found many newly created lakes in various places. All in all, the windstorm was one of the most severe ever experienced in the Atlanta area.[28]

Exactly two weeks later, between 4 and 7 o'clock Friday morning, May 8th, thirty buildings in the Terminal district, approximating a loss of $1,000,000, were destroyed by what Mayor Joyner termed "as the worst fire in Atlanta's history since General Sherman's destruction in 1864." Commented the *Journal* on this occasion:[29]

". . . For two hours the flames threatened to sweep the entire western quarter of the business section, and even the central part of the business district appeared at one time to be jeopardized. By half past seven o'clock, the fierce onrush of the blaze [fanned by a strong northeast wind] had been checked and the city saved.

"Despite the enormity of the fire, there was no loss of life and with the exception of a few sprained ankles among the firemen [led by Chief W. B. Cummings] no serious injury. A large portion of the loss is covered by insurance, and the majority of the property owners are already planning to rebuild. Many of the managers of the business houses that have been temporarily discontinued are likewise negotiating for new locations. . . .



(Courtesy Atlanta Historical Society)

Junction of Broad and Peachtree Streets, looking south, 1908

"From the momentary shock of the disaster, property owners have rallied with an unblanched determination and before many suns have set the blackened ruins will be ringing with thousands of hammers and trowels, bringing order and prosperity from the bed of ashes. With what vigor and alacrity the old Atlanta spirit is asserting itself is shown by the fact that before nine o'clock Friday morning one renting agent alone had applications from 15 merchants whose stores and stocks had been burned away.

"The immediate section of the fire was bounded by Madison Avenue [now Spring Street, S.W.] and Mitchell, Forsyth and Nelson streets, this being known as the Terminal district, one of the thriftiest and most promising quarters of the business city.

"The blaze originated on the fourth and top floor of the candy factory of Harry L. Schlesinger, Nelson Street and Madison Avenue. Just how it began is not definitely known, though the motor of the electric elevator is supposed to have been its source. The elevator shaft appears to have furnished a draft that fanned the first spark and swept it to a flame on the fourth floor. However this may be, the top of the building was crackling when the fire department arrived in the early dawn, and from then until 7:30 the battle between water and fire and wind raged over a space of nearly two hours.

"The heaviest loser was S. M. Inman, who owned the entire square embraced by Madison Avenue, Forsyth, Mitchell and Nelson streets, as well as the Terminal Hotel. Mr. Inman estimates his loss at about $400,000, 80 per cent of which is covered by insurance."

Though no firemen were killed or seriously injured in the great Terminal district fire of 1908, the department lost a valued member in action a couple of months later.

On July 20th, while fighting a fire in the Miller-Karwisch Buggy & Wagon Company at Gilmer and Courtland streets, Master Mechanic Raymond M. Fisher was knocked from a ladder by a hose, and died the same day at Grady Hospital from his injuries.[30] His death was the fourth, in action, since the organization of the paid department in 1882.

Atlanta's status as a medical center was soon to be enhanced as a result of the vision of two young physicians and surgeons, Dr. Edward C. Davis, a native of Albany, Georgia, and Dr. Luther C. Fisher, originally of Senoia, Georgia. Dr. Fisher, who died in April, 1953, writing in 1937, described the vision and its fulfillment:

"It was in 1908 that the late Dr. E. C. Davis and I saw the great necessity of a private hospital, as there existed in Atlanta at that time only St. Joseph's Infirmary and the Grady Hospital, and some other comparatively small private institutions. . . .

"There being a great need for hospitals for private patients, and both of us having the ambition to do surgery, for which we were especially trained, we decided in order to attain our ambition it was necessary for us to build and operate an institution of our own. Dr. Stockard had, with some associates, built a small hospital on Crew Street. In his day it was operated as a private hospital (later the Atlanta Hospital), mostly for medical cases, with a limited capacity of about 18 beds.

"In 1908 Dr. Stockard decided to discontinue the operation of his hospital, so Dr. Davis and I leased the building for a term of two years, with the privilege of renewal, and opened the Davis-Fisher private sanitorium. An apartment house across the street was leased for the nurses' living quarters. This gave a total bed capacity for 26 patients.

"It was only a short time before the capacity of the hospital was overtaxed, and we decided to build a hospital on the north side. Accordingly, a lot was purchased in 1909 from Mrs. Morris Brandon, located on Linden Street between the Peachtrees. At that time this location was considered by the medical profession and the public to be too far out for a hospital. Now it is the center of medical buildings for doctors' offices.

"During the time our plans were being considered there were several fires in hospitals over the United States. . . . These fires all occurred in wooden structures, and not one fireproof building was destroyed, nor had patients injured. The erection of the building was begun in 1910, or the latter part of 1909. Due to the fires that were reported in the daily papers, we determined to build a fireproof building.

"Notwithstanding the fact that we were both young doctors with an unlimited ambition and a vision for the future, it was a task to assume approximately three times the estimated cost of a wooden structure without financial assistance. There were others of our associates who agreed to help us build the institution, but withdrew on account of the excessive cost of fireproof construction. In those days Captain Robert J. Lowry was president of the Lowry National Bank. We explained to Captain Lowry the necessity for a hospital where we might do our work under our own supervision and he agreed to help us finance the building.

"E. C. Wachendorff was the architect who designed it. F. P. Hefner was the general contractor, and the Southern Ferro-Concrete Company, under the guidance of H. W. Beers and Charles Loridans, did the concrete work. . . .

"While the new building was being erected we discontinued our hospital on Crew Street, and from October, 1910, until February, 1911, our nurses and all employees were without actual employment. They were patiently and anxiously awaiting the day when the new hospital would open.

"The first operation was done by myself on February 27, 1911, for a gall bladder disease. There is still a photograph in the hospital of the 167 stones that were removed from the patient. As doctors like to say, the patient made an uneventful recovery."[31]

From 1911 to 1922 the Davis-Fisher Sanitorium grew and developed in line with the vision of its founders. In 1917 Dr. Davis volunteered to go to France, having had previous service as a major in the medical department of the army during the Spanish-American War. He was given charge of the Emory University Unit, and served with distinction until the war ended and he returned in 1918.

The original building was outgrown by 1921, so an adjoining lot was purchased from Miss Lula M. Fitten, and an additional building, also fireproof, was erected by the same architect and contractors. Opened to the public in May, 1922, it gave the hospital a total capacity of 210 beds.

On March 12, 1931, the institution was saddened by the death of Dr. Davis. A year before his death, however, it had been decided to change the name of the hospital. Accordingly, on March 30, 1931, it was dedicated to the memory of Dr. Crawford W. Long for his historic 1842 achievement of first using ether for anesthesia. The dedicatory services were held in the lobby of the hospital, with Governor L. G. Hardman as guest of honor and Richard B. Russell, Sr., of the state supreme court, presiding. Speakers included Dr. David Marx, Mayor James L. Key, and Judge Alex W. Stephens, an associate justice of the court of appeals. Present also were members of the family of the late Dr. Joseph Jacobs, a friend, associate and admirer of Dr. Long.[32]

Today the entire square block, bounded by Peachtree, West Peachtree, Linden and Prescott streets, so remote for hospital purposes in 1908, and long before that the site of the Alexander Luckie family cemetery, is a veritable medical center.

The Crawford Long Hospital is closely affiliated with the Jesse Parker Williams Memorial Hospital, adjoining and facing Peachtree Street. The Emily Winship Woodruff Maternity Center, a $2,000,000 adjunct to Crawford Long, facing Prescott Street, was completed about the close of World War II, despite delays caused by shortages of building materials.

In 1938 Dr. Fisher gave his hospital to Emory University. On the occasion of the official transfer in 1940, Dr. Fisher said he was giving the institution "back to the people of Atlanta." He declared as his motive a wish to perpetuate the hospital, the name it bears, and its policy of helping sick families of modest means. Dr. Wadley R. Glenn is now medical director of the institution and E. F. C. Fisk its superintendent.[33]

Local pioneer and well-known citizens continued to pass from the earthly scene during 1908 as in former years. Among them were James Walsh, Irish-born stone contractor and president of the Hibernia Building & Loan Association; Captain Vardy P. Sisson, a native of Lumpkin County, newspaper man, printer, publisher, Confederate soldier, state legislator and city councilman; Colonel Ed Callaway, prince of hotel men and the epitome of the old-fashioned southern landlord, connected at different times with the National, Markham and Kimball in Atlanta, and the Brown House at Macon; Walter Goode Paschall, born at Oxford, North Carolina, Confederate veteran, general manager of the Southern Home Building and Loan Association, and father of the late John Paschall, of the *Atlanta Journal;* James Noble, former Atlanta manufacturer and city councilman, died in Anniston, Alabama, of which city he was a founder; Professor William Smith Yeates, since 1893 State Geologist of Georgia; William "Uncle Billy" Cagle, age 103, a well-known resident of Power's Ferry Road, and probably the oldest man in Fulton County; Drury Tye, Sr., a native of Barbour County, Kentucky, Confederate soldier and well-known meat market proprietor; Lewis R. Powell, age 103, a native of North Carolina, resident of the Atlanta area since 1835, an original construction worker on the W. & A. Railroad, and a lover of the simple life who ascribed his longevity to a diet of bread and milk; Captain William H. Brotherton, previously noted; John Calvin Peck, pioneer Atlanta contractor and builder, a native of Litchfield County, Connecticut, and manufacturer during the War of the 60's of the famed "Joe Brown pike"; Charles A. Liley, English-born musician, leader of the orchestra at the Grand Opera House since its opening in 1893; Daniel L. Plaster, an old resident of the Rock Spring Church neighborhood and a grandson of pioneer settler Benjamin Plaster, Sr.; Eugene M. "Beau" Berry, one of Atlanta's best known apothecaries, a son of pioneer Georgia Railroad engineer Francis M. Berry, and a resident of the city since 1849; Alston Hunter Green Howell, a pioneer citizen of the Adamsville section, postmaster and justice of the peace; John M. Armistead, an aged resident of the Ponce de Leon section, most of which he formerly owned, son-in-law of pioneer settler Richard C. Todd.[34]

Others were David Kaufman, a resident since 1868, straw hat and trunk manufacturer, a director of the Fulton Bag & Cotton Mills and prominent in Jewish philanthropy; Stephen A. Ryan, merchant and banker, eldest son of pioneer dry goods merchant John Ryan; Wilson L. Grubbs, native of Walton County, a local resident since Marthasville days, member 42nd Georgia Regiment, C.S.A., and for many years foreman of the wood shop at Winship's Machine Works; Sergeant William A. "Billy" Bonnell, pioneer police officer and sexton at Oakland Cemetery for many years, fatally injured by a street car in front of his home on Grant Street; Ezra Andrews, ante-bellum Atlanta saddler and later in life crier in the U. S. Courts; Captain Robert O. Douglas, a native of La Grange, Georgia, Confederate soldier and prominent wholesale dry goods merchant; Dr. Ulof O. Robertson, Swedish-born physician, proprietor of Robertson's Sanitarium on Capitol Avenue, and originator of a famous water cure; Dr. Charles O. Tyner, popular downtown druggist; Francis F. Shumate, a pioneer citizen of Decatur; Captain Edward Tattnall Paine, native of Charleston, South Carolina, ante-bellum cotton factor and rice planter, father of Thomas B. Paine, at whose East Lake residence he died; Charles S. Kingsberry, born in Carrollton, Georgia, member Wheeler's Cavalry, C.S.A., wholesale dry goods merchant and an original director of the Trust Company of Georgia, then Commercial Traveler's Savings Bank; Dr. Hildreth H. Smith, age 88, New Hampshire-born scholar and educator, father of Governor Hoke Smith and of Attorney Burton Smith; John H. Lovejoy, native of Henry County, a resident since the early 1850's and a pioneer merchant; Colonel Ira Yale Sage, noted railroad builder; Judge William Lowndes Calhoun, son of war-time Mayor James M. Calhoun, and himself a former mayor, Confederate soldier, lawyer and Fulton County ordinary, 1881 to 1896; the Rev. Alonzo F. Lee, pioneer building contractor and an ordained minister of the Christian Church; Dr. Walter A. Taylor, well-known druggist, insurance man, city councilman, and an alderman-elect, and Thomas S. Lewis, widely known cracker manufacturer and a native of Cape Cod, Massachusetts.[35]

Certainly the most famous local citizen on the 1908 death roll was Joel Chandler Harris, whose Uncle Remus stories are world renowned for their humorous interpretation of Negro folklore.

Harris was born near Eatonton, Georgia, on December 9, 1848. In 1862, before his fourteenth birthday, he became a printer's devil on *The Countryman,* a weekly newspaper published by Joseph Addison Turner on his plantation nine miles from Eatonton. Turner took an interest in young Harris, and aside from schooling him in proper English usage, gave him the run of his choice 4,000-volume library. Indeed, it was during the colorful days at Turnwold that Harris received the vivid impressions of the old regime, and of the customs of its mansions and its cabins, its Negroes and its animals, that were to serve as the inspiration for his Uncle Remus stories.

The Countryman ceased publication at the end of the war. Turner, in common with most southern planters, found his fortune swept away. Thereupon, Joel Chandler Harris, not yet 17, began a wandering career, working on newspapers in several southern cities. A co-worker on the *Savannah Morning News* describes his first sight of Harris: ". . . of small stature, red-haired, freckle-faced, and looked like a typical backwoodsman. . . . But that night when his copy came out we knew he was a writer. . . ."

It was in Savannah that Harris met Miss Esther La Rose, daughter of Captain Pierre and Esther Dupont La Rose. They were married there in 1873. Here they remained until August, 1876, when a yellow fever epidemic broke out, and Harris, by then a family man, determined to move to Atlanta, from thenceforth his permanent home.

Soon after his arrival Harris renewed an earlier friendship with Henry W. Grady. About the same time Captain Evan P. Howell bought a controlling interest in the *Constitution,* and during the same year, 1876, executed a master stroke by employing both Grady and Harris, the former in an editorial position and the latter as an editorial paragrapher at $25 per week. The two new employees were to make Mr. Howell's newspaper nationally famous.

The first of Joel Chandler Harris' writings in dialect to appear in the *Constitution* were published in January, 1877. From that time on they were a regular feature. Three years later, his writings in book form were first issued by D. Appleton & Company, of New York, under the title, *Uncle Remus: His Songs and His Sayings.* Other books followed, and the stories became famous not only for their dialect and Negro humor but for their permanent contribution to the study of the folklore of the Negro race.

The noted Thomas Nelson Page, writer and diplomat, writing in 1895, accurately appraised Mr. Harris' knowledge of the old-time Negro and his vernacular: "No man who has ever written has known one-tenth part about the negro that Mr. Harris knows, and for those who hereafter shall wish to find not merely words, but the real language of the negro of that section, and the habits of all American negroes of the old time, his works will prove the best thesaurus."

From 1876 to 1881, Mr. Harris and his family occupied a cottage at 201 Whitehall Street, near Brotherton Street. But the family outgrew this small abode, and during the latter year, the five-and-a-quarter-acre tract in West End, fronting Gordon Street, then known as the "Broomhead property," was purchased. Gradually from the nucleus of a small house already on the property, the home, now famous as the "Wren's Nest," evolved.

Here, on his beloved "Snap-Bean Farm," Joel Chandler Harris lived, wrote and exchanged correspondence with the great, the near-great and the obscure for the next 27 years. Here, too, at sunset on Friday, July 3, 1908, at 59, of uremic poisoning, his useful life was brought to a close.

He was laid to rest July 5th on the green slopes of West View Cemetery, and now sleeps under a rough-hewn boulder of Georgia granite. A bronze tablet affixed thereto is inscribed with the usual vital statistics, followed by the lovely words from the dedication of the Frost edition of the *Uncle Remus* tales, a token of the affection offered years before by the writer to the artist who pictured "Brer Rabbit" and "Brer Fox":

JOEL CHANDLER HARRIS

Born Eatonton, Ga., Dec. 9th, 1948—Died Atlanta, Ga., July 3rd, 1908

"I seem to see before me the smiling faces of thousands of children,
Some young and fresh, and some wearing the friendly marks of age,
But all children at heart—and not an unfriendly face among them.
And while I am trying hard to speak the right word, I seem to hear a voice
Lifted above the rest saying: You have made some of us happy.
And so I feel my heart fluttering and my lips trembling,
And I have to bow silently and turn away,
And hurry back into the obscurity that fits me best."[36]

The movement for a memorial to Joel Chandler Harris came naturally, and almost at once. The Uncle Remus Memorial Association had its inception at a preliminary meeting called by Mayor Joyner for July 10, 1908, in Council Chamber, and a memorial meeting at the Grand Opera House on July 19th. Originally composed of gentlemen, chairmanned by Colonel Frederic J. Paxon, it was succeeded in 1909 by a permanent board, composed entirely of women under the presidency of Mrs. A. McD. Wilson, Sr.

It had been decided, meanwhile, that the most appropriate memorial, and the one that would have pleased Mr. Harris most, was the "Wren's Nest" itself. The ladies of the Memorial Association were indefagitable in their efforts to raise funds for the purchase of the home. The cooperation of schools and colleges was most helpful. The most important boost to the undertaking came on October 8, 1910, when Theodore Roosevelt lectured in Atlanta for the memorial fund. The proceeds of the lecture, $5,000, were duplicated by Andrew Carnegie. A similar amount had been received from the Harris family.

The formal transfer, by deed, of the "Wren's Nest" to the Association occurred January 18, 1913, in "Uncle Remus's" favorite room. After the ceremony, Lucien Harris presented Mrs. Wilson with a loving cup inscribed: "To Mrs. A. McD. Wilson in appreciation of her efforts in behalf of the Uncle Remus Memorial." It bore the names of Esther La Rose Harris, widow, and Julian Harris, Lucien Harris, Evelyn Harris, Mrs. Fritz Wagener, Mrs. Edwin Camp, and Joel Chandler Harris, surviving children of the author.[37]

Since that time the home he loved so well and wherein he did so much of his best writing, has stood as a carefully preserved shrine to the creator of the immortal Uncle Remus.

NOTES—CHAPTER 86

[1] Saye, *Constitutional History of Georgia,* 344-346; Cooper, *Story of Georgia,* III, 412-414.

[2] Commission Book, Dept. of Archives & History, Atlanta.

[3] *City Directory,* 1908.

[4] *Ibid.*

[5] *Ga. Laws,* 1908, p. 608.

[6] *Ibid.,* 542.

[7] Albert Riley, "Old A. B. & C. Rounds Last Turn to Merge With Empire of ACL," *Atlanta Constitution,* Dec. 30, 1945.

[8] Raymond Wallace Stanley, "The Railroad Pattern of Atlanta," *loc. cit.,* 108.

[9] *Ibid.,* 108-109.

[10] *Atlanta Journal,* June 20, 1908.

[11] *Ibid.,* June 19-20, 1908.

[12] *Ibid.,* June 18, 1908.

[13] *Ibid.;* The building is now occupied by the Georgia Power Company in conjunction with its slightly older building facing Marietta St.

[14] Cooper, *Fulton County,* 602-603; Albert Riley, "Old A. B. & C. Rounds Last Turn . . .." *loc. cit.;* Clark Howell, ed. in chief, *The Book of Georgia,* Georgia Biographical Assn. (Atlanta, 1920), 542.

[15] *Atlanta Journal,* Aug. 24, 1908.

[16] *Ibid.,* July 8, 1953.

[17] A copy of the record is owned by the present writer.

[18] *Atlanta Journal,* Feb. 20, 1908.

[19] *Ibid.,* July 5, 1908.

[20] *Ibid.,* Mar. 22, 1908.

[21] *Ibid.,* Apr. 12, 1908.

[22] *Ibid.,* Apr. 26, 1908.

[23] *City Directory,* 1908.

[24] *Atlanta Journal,* May 19, 1908.

[25] *Ibid.*

[26] Candler, *Asa Griggs Candler,* 270-271.

[27] *Ibid.,* 273.

[28] *Atlanta Journal,* Apr. 25, 1908.

[29] May 8, 1908.

[30] *Atlanta Journal,* July 21, 1908.

[31] *Atlanta Constitution,* May 2, 1937.

[32] *Ibid.*

[33] *Atlanta Journal,* Apr. 29, 1953.

[34] "Garrett's Necrology."

[35] *Ibid.*

[36] Julia Collier Harris, *The Life and Letters of Joel Chandler Harris* (Boston, 1918), 34, *passim;* Miller, ed., *Atlanta,* 231-232.

[37] Harris, *Life and Letters of Joel Chandler Harris,* 597-601.

CHAPTER 87

1909

THREE candidates entered the race for mayor in the city primary of September 24, 1908, to serve during 1909 and 1910. They were James G. Woodward, former mayor; Joseph Hirsch, and Thomas H. Goodwin, a former candidate for the post. When the votes were in, Woodward had won handily with 4608. Goodwin came second with 2406, and Hirsch last, with 1776.[1]

According to long-standing tradition and historical precedent the result seemed conclusive. A primary victor for the mayor's post had never been repudiated in Atlanta. The December election had always been more or less routine and confirmatory of the primary. Mr. Woodward thanked his supporters and looked forward to moving back into the city hall, come January, 1909.

But political precedent, unlike the tides, is not changeless, as subsequent events during late 1908 were to excitingly prove. In early November Jim Woodward exhibited publicly one of the foibles common to many men, in high places and low. He appeared on the streets intoxicated and had a case docketed against him in police court. And though he manfully admitted the indiscretion, claiming the spirits were prescribed by his doctor for a physical ailment, a tide of indignation arose throughout the city. He was roundly condemned by the clergy and hundreds of citizens, business, professional and working men alike, envisioned a blot on the city's escutcheon, should the primary nominee be elected. An urgent search began for a qualified opponent.[2]

A committee of 25 citizens was appointed to nominate a man to represent the people. Chairmanned by J. K. Orr, the committee was composed of Henry S. Johnson, Charles T. Hopkins, John E. Murphy, Junius G. Oglesby, Sr., Robert C. Alston, Fred J. Paxon, Mell R. Wilkinson, Jacob Haas, Jacob W. Patterson, John J. Woodside, Lewis H. Beck, J. Carroll Payne, D. Nym McCullough, Arthur Montgomery, Ernest Woodruff, George B. Hinman, Robert J. Guinn, Asa G. Candler, S. Benjamin, Charles E. Caverly, Victor H. Kreigshaber, David Woodward, Robert S. Wessels, and William H. Kiser.[3]

The committee found its man quickly. Reported the *Journal* on Saturday, November 14th:

> "Robert F. Maddox is nominated for mayor of Atlanta.
>
> "Like wildfire the word flashed to every quarter of the city, Friday afternoon. It was the talk on the streets, in the hotels—everywhere that men gathered.
>
> "A mass meeting had been held in the New Kimball just before noon. Everybody knew of it. A committee of 25 had been appointed from among the city's best men who composed the gathering. The committee did its work, and at a second mass meeting, held in the same place at 4 o'clock, it reported.
>
> "The walls of the Kimball were shaken by the enthusiasm within them. A tremendous force had concentrated, and the report of the committee of 25—'Robert F. Maddox for mayor!'—was the magic touch that released it. It burst all over the city. It swept like a flood through the downtown districts,

carrying everything before it. It surged and roared on out beyond and its swellings rocked the remotest corner of Atlanta.

"Atlanta knew the reason for it all. During more than a week past the inevitable had become more and more imminent. There was no evasion of it. Like the rising water that piles deeper and deeper behind creaking, straining flood gates, the sentiment of Atlantans rose till nothing could hold it back.

" 'For the city's good name!' is the slogan. Before dark, Friday, it had been taken up by great masses of Atlantans who feel a pride in the city.

" 'This is not Bob Maddox's fight. Its ours.' That is the keynote to the whole sentiment of the movement. 'This race is not one of labor, of liquor, or of Democracy. It is one of decency. All must unite on that high common ground,' spoke Captain Edward S. Gay, at the mass meeting Friday afternoon.

" 'This is literally the first time I have ever known of the office seeking the man,' spoke J. Carroll Payne, in his speech seconding the nomination of Mr. Maddox.

" 'That I did not expect the honor, that I did not seek it, that I did not want it, had best be told by others,' said Mr. Maddox, in his speech of acceptance.

"Both of them touched the same chord that Captain Gay had sounded. The office had gone after the man. It is not his fight, it is the people's.

"Absolutely without precedent is the action that was chronicled in Atlanta's political history Friday. Its very spontaneity swept men through it. The circumstances were without precedent, they said. So must the action be.

"First, with the pressure of public sentiment at the bursting point, a mass meeting formed at 11 o'clock Friday morning in the New Kimball ball room. Asa G. Candler, president of the Chamber of Commerce called it to order. He surrendered the gavel to J. K. Orr, who was immediately elected chairman. Robert F. Maddox was chosen secretary. A set of resolutions, introduced by Henry S. Johnson were adopted by a unanimous rising vote. The resolutions recited that a critical period had been reached in the city of Atlanta, and called for the appointment of a committee of 25, with J. K. Orr as chairman, to select the name of another candidate for mayor, and to report its action at 4 o'clock in the same place. The committee was appointed and the meeting adjourned. The silent, determined men dispersed and returned to their daily business, to await the vital moment.

"At 4 o'clock they were back again, and more were with them. The ballroom was filled. Every seat was taken. Men stood around the walls and filled the balcony. There were not less than 300 of them, maybe more. J. K. Orr reported for the committee of 25.

" 'We have selected the name and secured the consent to serve as mayor of Atlanta, one of the city's bravest, cleanest, most upright and most successful men—Robert F. Maddox!'

"That was when the floodgates were smashed. Their splinters flew to the four winds as the walled-up pressure behind them boomed through into a pandemonium that would not quiet. Men stood on chairs and yelled over neighbor's heads. They yelled at each other. They wrung hands till they were tired.

"Then J. Carroll Payne seconded the nomination. Dr. Horace Grant followed him in similar eloquent endorsement. . . .

"Chairman Orr put the adoption of the committee's report to a standing vote. Every man stood and tumult broke out again. It was a scene to burn itself on the minds of men.

"On motion of Henry S. Johnson, a committee of three was appointed, consisting of Mr. Johnson, Clark Howell, Jr., and Robert J. Guinn, to escort Mr. Maddox to the hall. They retired and a moment later reappeared, Mr. Maddox walking with Mr. Johnson in the lead and the two others walking behind.

"Far from tired by its enthusiasm already vented, the crowd seemed to gain new strength when Mr. Maddox, the chosen leader, entered the room. Heretofore the meeting lacked something. From that moment it lacked nothing. Its spirit was centered in the person of Mr. Maddox.

"His introduction was the signal for renewed cheering. . . .

" 'Words cannot express the sincere feeling of gratitude and responsibility that swell within my bosom on this occasion,' Mr. Maddox began, when he could be heard.

" 'That I did not seek—that I did not wish—that I did not expect this honor, had best be said by others. But having been in Atlanta all my life and having felt that my fellow citizens have placed me in positions of honor and trust before, I am frank to tell you that when the committee came to me and insisted that I should be placed in the front ranks as your standard bearer, I could not resist their call to duty.

" 'In this race, which we all regret will have to be made, I must rely upon the support and hearty sympathy of every gentleman in this room. I feel that I shall receive it.

" 'I can assure you that in the campaign to come—and, if I am elected, during my term of office—no act of mine shall cause you to regret having placed me in this position. And from this good hour I consecrate to you and to the City of Atlanta, the best services in my power.'

"As soon as quiet settled for a moment, Walter McElreath moved that the whole gathering be constituted a campaign committee. The motion prevailed, and the mass meeting became a concrete body of fighters. . . .

" 'The election is less than three weeks away. It occurs on December 2nd. Every one of us should be willing to give every hour of his time, if necessary, between now and the election,' said Major R. J. Guinn, 'to place Robert F. Maddox in the mayor's chair.' "

The campaign, while necessarily short, was exceedingly colorful. Woodward put up a good fight—he wanted the job and he wanted to vindicate himself.

On Tuesday, December 1st, thousands marched "for Maddox and Atlanta" in the rain. This great civilian parade, unique in Atlanta's history, was heralded by large advertisements in the local press, reading as follows:

"THE DAYLIGHT PARADE

"Let us give two hours for Atlanta. Hundreds of factories have already signed to close Tuesday at 1:30. It will be impossible to see all in person, but we want here and now to invite every store and shop in Atlanta to have a part in the greatest civilian parade ever seen in the South.

"Turn out yourself and let as many of your men go as possible. Watch the papers for general orders on place in line.

"The cheers of tens of thousands of the best women in the world will show their commendation.

"The eyes of the whole world are on Atlanta. We want every man who believes in the things for which we stand to be found in the ranks. We want the world to know that on Wednesday, Atlanta, with head once more erect, will resume her onward march of progress and prosperity, the fairest flower among all the Sister cities of our beloved Southland.

"Fall in, Citizens, Fall in.

"FALL IN, CITIZENS, FALL IN

"J. K. ORR
"Chairman Citizens' Committee."[4]

Under the direction of General Clifford L. Anderson, as grand marshal, and Captain Oscar Palmour, as chief of staff, the parade got under way at the appointed hour. Commented the *Journal*, on December 1st:

". . . In all this procession no uniform was to be seen. The marchers were simply men in plain business suits or working jackets. There was no sign of differing rank or separate interests. In fact, the individual was lost sight of altogether. It was like a composite photograph of the Atlanta people suddenly turned to life in a single man, bent irresistibly on carrying out the convictions of his mind and conscience. And no one rode except the chief marshal and his aides, whose duties compelled them to ride. The thousands of others were afoot. Robert F. Maddox was afoot somewhere in the second division of the march. On either side of him stepped storekeepers, clerks and laborers, all of them simply men like himself who are working for what they consider the highest cause the city ever faced.

"Most parades of this kind are made up largely of young men. Not so with this one. The young Men's Marching Club led the vast procession, but behind them followed every stage of years from grandsons to grandsires. Men who have lived in Atlanta three-quarters of a century, who have watched her grow from a village to an emporium and aided in that growth, they were there under the chill, gray sky, trudging with the ones who are to fill their vacant places. Most numerous, perhaps, of all were the men who are past their thirties, men who are no longer given to sudden enthusiasms, but who weigh life and its issues in steady, logical balances. It was an iron-like army of fathers and husbands and sons whose very eagerness was tempered with the determined thoughtfulness from which that eagerness sprang.

"No wonder the sight was so impressive. It was the outcome of the most united and widespread movement Atlanta has known. The men in procession had come from stores, shops, factories and offices that had closed their doors for this sole purpose. Such things as buying and selling were utterly forgotten from the time the parade started at 2 o'clock until it ended an hour or so later. . . ."

Beginning at Whitehall and Brotherton streets, the parade moved north on Whitehall to Mitchell Street, out Mitchell to Broad, down Broad to Peachtree, thence down Whitehall to Hunter, out Hunter to Washington, and finally to the plaza on the Washington Street side of the State Capitol, where it dispersed.[5]

When the votes were counted on December 2nd, Robert F. Maddox had been elected mayor by a majority of 3149, polling 7719 to 4570 for Mr. Woodward. Maddox carried all but two wards, the third, Woodward's home ward, and the fifth. Both cast very small majorities for Woodward. The shortest, most spectacular, and in some respects, one of the most sensational campaigns in the history of Atlanta was over. J. K. Orr, the committee of 25, and those associated with them, had done their work well.[6]

On January 1, 1909, a few days before Mr. Maddox was sworn in as mayor, "Greater Atlanta" was born, with the addition of new territory and the creation of a new ward—the ninth. The new ward, large in area, comprised Copenhill, a part of Druid Hills, Edgewood, Reynoldstown, East Atlanta and Brownwood.

The city of Edgewood, the only incorporated (since 1898) portion of the new ninth ward, formally turned over all of its municipal property and indebtedness to the city of Atlanta on the morning of January 1st. The last officers of Edgewood were I. N. Brown, mayor, and J. C. Clarke, J. A. Scott, Lee Hagan, Dr. Linton Smith and Dr. F. M. Young, councilmen.

With the advent of the ninth ward the population of Atlanta was increased by 8000. The city gained six square miles, and taxable property values to the amount of about $2,400,000, which meant an additional annual income to the city of approximately $30,000.[7]

The new members of council, taking office with Mayor Maddox, were Aldermen Press Huddleston, 2nd ward; W. A. Taylor of the 6th, who died before taking office, and Judge John S. Candler, of the new ninth ward. The new councilmen were:

First Ward, Frank A. Hilburn, undertaker.
Second Ward, Hollis A. Boynton, retired wholesale grocer.
Third Ward, Charles L. Chosewood, manager, White City Amusement Park.
Fourth Ward, Charles J. Vaughan, physician.
Fifth Ward, Daniel S. Walraven, conductor, Southern Railway.
Sixth Ward, Martin F. Amorous, president, Union Pinopolis Saw Mills.
Seventh Ward, Craig Cofield, insurance.
Eighth Ward, Frank O. Foster, manager, S. S. White Dental Mfg. Co.
Ninth Ward, Aldine Chambers, lawyer, and Eben A. Miner, of Marbut & Minor, grocers.[8]

Atlanta's ministerial officers remained unchanged from 1908, except that William P. Hill, formerly assistant city attorney, succeeded James L. Mayson, who continued as assistant to his own former assistant. They were members, incidentally, of the same law firm, Mayson & Hill.[9]

The various city boards were headed in 1909 by the following individuals, as chairmen: Health, Dr. Bernard Wolff; police, J. J. Woodside; water, Frank G. Lake; park, W. H. Patterson; firemasters, B. E. Pearce, and education, Luther Z. Rosser.[10]

Mayor Maddox, having resigned from the Fulton County Commission, was succeeded in that office by Samuel Boykin Turman, realtor, and the master of Hexagon Hall, his unique home on the McDonough Road at Lakewood Avenue.

Suburban development around Atlanta during 1909 kept pace with the growth of the city itself, and formed the nucleus of built-up sections later to become an integral part of the city.

West End Park, a populous locality, situated in the angle between Cascade Avenue and Gordon Street, a short distance west of West End proper, got off to a start, in 1909, when, on March 30th, William J. Davis bought the property—approximately 100 acres—from the Ontario Land Company, for $20,000. The land was subdivided into lots which sold at an average price of $1200 to $1500 per lot. In 1909 the land was assessed for taxes at $5000. Ten years later the assessed valuation on only part of the land, together with improvements, was $1,390,000.[11] As a result the lexicon of Atlanta streets was embellished with, to mention a few, East and West Ontario Avenue, Rogers Avenue, Westwood Avenue, Stokes Avenue, Willard Avenue, Olympian Way, South Gordon Street, etc. Part of West End Park was taken into the city in 1910; the remainder by degrees, in 1922, 1925 and 1930.[12]

The first home to be built in Druid Hills after the acquisition of the property by Asa G. Candler and associates, was that of Judge John S. Candler, erected in 1909, at the northeast corner of Ponce de Leon Avenue and Briarcliff Road. The spacious red brick home, on a four-and-a-half-acre tract, was remarkable for the time in that it had four baths, one for each bedroom. Judge Candler died in 1941, but the home stood until 1952, when it was razed to make way for the new Druid Hills Methodist Church.[13]

In February, 1909, Eugene B. Hardendorf, of Chicago, and Charles T. Page, of Atlanta, bought 150 acres of land from the Edgewood Park Land Company. The tract, lying in Land Lot 239 of the 18th District of De Kalb County, was on the Inman Park-to-Clifton car line, east of Mayson Avenue and north of McLendon Avenue. It was bisected by Clifton Road, and abutted Druid Hills on the north. The plan of the purchasers, to subdivide the property into 750 building lots materialized in due course, resulting in another desirable residential section. Hardendorf Avenue and Page Avenue bear the names of the developers.[14]

During this period of great real estate activity in and around Atlanta, it is not surprising that local real estate men should have been inspired to organize. The Atlanta Real Estate Board had its beginning in 1908, when a small group held weekly roundtable discussions during informal luncheon meetings at the Piedmont Hotel.

In 1909 an organization known as the Atlanta Real Estate Men's Exchange was formed, with the following charter members: Ralph O. Cochran, Charles P. Glover, Marion Kiser, Frank Liebman, Robert R. Otis, Harris G. White, M. S. Rankin, B. M. Grant, S. B. Turman, T. B. Gay, J. R. Smith, Fitzhugh Knox, M. L. Thrower, and Walker Dunson. In February, 1911, this organization became a member of the National Association of Real Estate Boards, and at that time changed its name to the Atlanta Real Estate Board. In 1922 the organization was granted its charter as a corporation.

It was in 1925 that the Georgia Association of Real Estate Boards sponsored a bill in the General Assembly for the creation of the Georgia Real Estate Commission, the State licensing body. The Atlanta board was active in its passage.

The Central Atlanta Improvement Association, a long-needed protector for downtown properties, had its beginning in the Board office and through the efforts of Board members in 1940.

By 1949, its 40th anniversary year, the Board had a membership of over 300, as contrasted with 115 in 1927. The anniversary was celebrated by a dinner at the Piedmont Driving Club on the evening of December 5th, on which occasion Attorney Robert B. Troutman was the featured speaker.

Presidents of the Atlanta Real Estate Board, from its organization to the 40th anniversary year were: Ralph O. Cochran, 1910; Harris G. White, 1911; Charles P. Glover, 1912; Robert R. Otis, 1913-1918; Benjamin D. Watkins, 1919; Charles H. Black, Sr., 1920; Henry B. Scott, 1921; Ward Wight, 1922 and 1940; George M. Brown, Jr., 1923; Albert S. Adams, 1924-25 J. R. Smith, first half 1926; Dana Belser, last half 1926-27; Frank C. Owens, 1928; John J. Thompson, 1929; Alvin B. Cates, Sr., 1930; R. W. Evans, 1931; Milton H. Liebman, 1932; Morris M. Ewing, 1933; G. M. Stout, 1934-35; Paul C. Maddox, 1936-37; W. J. Hogan, Jr., 1938-39; Judson M. Garner, 1941-42; Henry H. Robinson, 1943-44; C. D. LeBey, 1945; Edward M. Chapman, Sr., 1946-47; A. H. Sturgess, 1948-49.[15]

After the creation of the new ninth ward, it came to the notice of the city fathers, in 1909, that many of the streets in the annexed area bore the same name as older Atlanta streets. Consequently a wholesale name changing took place that year, involving streets both north and south of the Georgia Railroad. Many of the new names will be recognized as those of soldiers who participated in the Battle of Atlanta, the new ward comprising much of that 1864 battlefield. The changes follow:

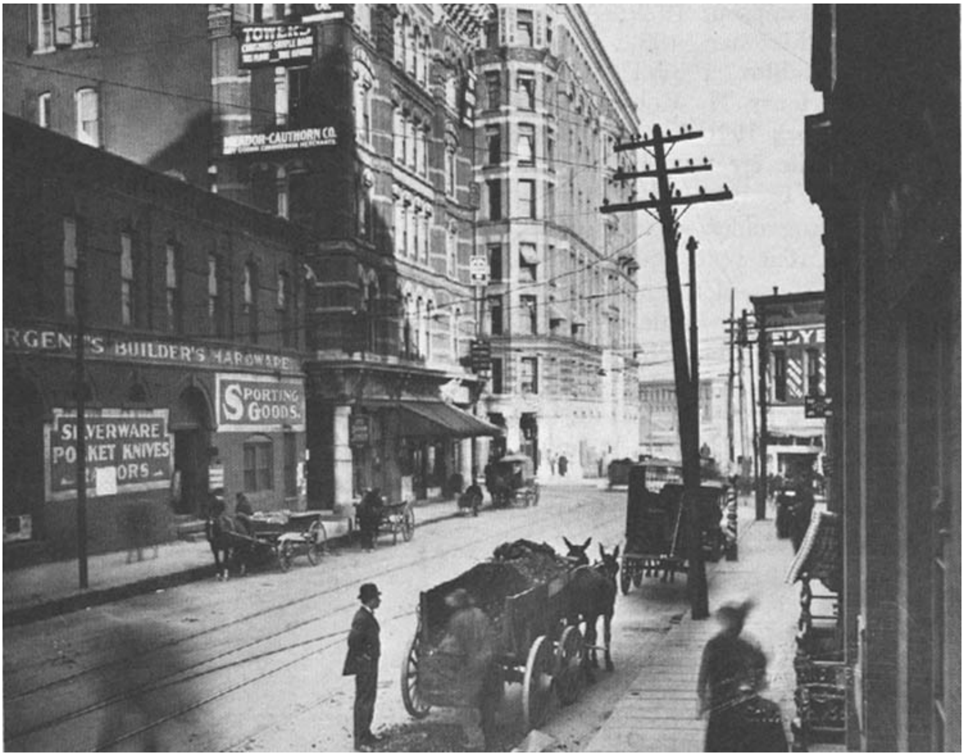
Old Name	*Location*	*New Name*
Leggitts Ave.	East Atlanta	Flat Shoals Ave.
Walker	Cleburne to Euclid	Humes
Scott	Euclid to Whiteford	Allen
Edgewood	Candler to Mell	Iverson
Baker	Mell to limits	Rose
Oak	De Kalb to McLendon	Ferguson
Stephens	Haas to Metropolitan	Granbury
Central Ave.	LaFrance S. & W. to Maud	Lowrey
George	Moreland to Flora	Govan
Peachtree Ave.	Boulevard-De Kalb to Hardee	Maney
Baker	Flora to Whiteford	Finley
Oliver	Whiteford W. & N. to Dupont	Gist
Metropolitan	Whiteford to Montgomery	Lewis
Middle	Whiteford to Montgomery	Vaughan
Center	Middle to Metropolitan	Strahl
Newton	Leggitts to limits	Mercer
Capitol	South Delta to Walnut	Cummings
Myrtle	Car-line, south	Deas
Pine	Kirkwood Ave., south	Holtzclaw
Willow	Leggitts, south	Gibson
Walnut	Kirkwood Ave., south	Stovall
Porter	Leggitts to Wylie	Walthall
Clay	Leggitts to Porter	Manigault
McDonald	Ga. R. R. to Moreland	Brantley

Among other street name changes in different parts of the city during 1909 were: Wilson Place to Gordon Place; Morrison Avenue to Boulevard Terrace; New Flat Shoals Road to Glenwood Avenue; Wellham Avenue to

North Lawn; Glenn Street, Garden to Cherokee, Cherokee Place; Love Street, Washington to Pulliam, Washington Terrace.[16]

A proposed street name change in late 1909, not only failed to prevail, but brought forth a flood of protests from some of Atlanta's oldest and best citizens.

Certain members of council, particularly those composing the street committee, got the idea that the somewhat run-down condition of Decatur and Marietta streets could be immediately remedied by changing the names. Councilman D. S. Walraven, of the fifth ward suggested, with monumental unoriginality, that they be called East and West Main streets respectively.



(Courtesy Atlanta Historical Society)

Edgewood Avenue looking east from a point near Peachtree, circa 1909. One auto is visible among an interesting variety of horse- and mule-drawn vehicles. Moore-Marsh Building, now occupied by Haverty Furniture Company, center left

No proposal of council in many a year called forth more vigorous protest. Captain English, Thomas M. Clarke, John E. Murphy, Ernest C. Kontz, William T. Healey, Judges W. T. Newnan and George Hillyer, Leonard B. Folsom, Joseph D. Rhodes, and many others leaped into print, giving vehement and logical reasons why the changes should not be made. Dr. Joseph Jacobs summed up the sentiment pretty well when he said:

"Am I in favor of changing the name of Marietta Street or Decatur Street?

"I am not. Most emphatically not.

"I have been misquoted and made to say that I favored a change to Broadway.

"That is untrue. I favor no alteration of the names of either street. Marietta Street and Decatur Street are two much essential parts of Atlanta.

"As well think of changing the name of the city or the name of the state.

"What is needed is a change of conditions. If Decatur Street, through whatever causes, has become an eyesore, an unclean and leprous spot upon the face of our fair city, then, let the causes be remedied.

"It would be a fool sort of a scheme to change the name of the street and suppose that this would be, per se, a remedy.

"A rose by any other name smells just as sweet, and the converse of this is just as true.

"Would changing the name of Decatur to East Main Street do away with the low near-beer dives, the squalid negro hovels that teem with vice and vermin, the foul fish stalls whose filthy stench is an offense against high heaven and the nostrils of all Atlanta?

"Surely there is no one who will contend with hope of justification that Marietta Street should be ought but Marietta Street. The name is sensible, historical and logical. No opprobrium attaches to the name of Marietta Street. Thousands of dollars have been spent by merchants and other business men in advertising Marietta Street. It is known far and wide, wherever Atlanta is known.

"To change it to Main Street would be as idiotic a proceeding as ever disgraced a city. Let us have better conditions, enforced laws of health and cleanliness, more thorough and efficient work on the part of the city officials; a wiping out of vicious and harmful conditions, if they exist, and it will not be necessary to talk of destroying traditions and altering the map of the city.

"Just say for me that I oppose the change of the names, and that I advocate the uplifting of existing conditions. To change the names and leave things as they are would be the height of absurdity."

Next day Council killed the proposal as dead as the proverbial doornail.[17]

During this period of physical growth and expansion, vanishing downtown residential landmarks tallied the passing of old Atlanta. In late 1909, the north side of Walton Street between Fairlie and Cone streets was cleared of the two ancient homes that had occupied the frontage for many a year—the old Maxwell R. Berry home, on the corner of Fairlie, and the Fortune N. Chisholm house, at the corner of Cone. Reported the *Journal* on November 14th:

"One more landmark of Atlanta's village days is going, and another will be following it in a few days. Soon both will have passed from the city's present, and a little later neither will be much more than a memory.

"The old M. R. Berry residence, at the corner of Walton and Fairlie streets, looks out upon the world today with blank eyes and grinning teeth like the skull of some former being. Its windows, stripped of their frames and sashing and glass, are its sightless eyes. Its bare porch is its lipless mouth. Tomorrow the walls will begin to go and a week from today only the rudiments of the historic old dwelling will remain upon the ground.

"The chill night breezes of late autumn whisk wantonly through the wide windows and play about the corners of the rooms and gurgle in the old-fashioned fireplaces under the slate mantels. The conservatory is stripped of its long-accustomed floriage, and the glass panes show holes where pieces of brick and time-hardened mortar have dropped upon them. The yard is trampled by heavy feet. The magnolia trees are gone or going. The quaint iron fencing is loose and falling. The box and evergreen hedges, sturdy and hardy plants though they are, show a sickly temporizing resistance to the rude invasion of the destroyers, seeming to comfort themselves with the assurance—which happily they do not know is vain—that the treatment cannot get much worse and that soon it will have ended and left them free to again display their vigor. Alas, they do not know that they too must go.

"All is going—every last leaf, every last shred of brick, every last crumb of old mortar, every last vestige of the days gone by. For the city has outgrown them. They are downtown, where they don't belong. A big brick store building must supplant them.[18] Their time has past.

"Next door another landmark dumbly and unknowingly awaits the hand of the destroyer. Like some toothless, palsied great-ancestor of modern day bungalows and smart cottages about the city, it stands in the last stage of usefulness—another two-story brick residence of former times, shabby with age, the pride of its heyday dulled by the usage it has undergone.

"Soon the sight will fade away too, from this home of war-time Atlanta, and soon it will crumble away to dust, giving way in its turn to the new order of things. It and the ground it stands on have just changed hands for the last time together. The price paid was fancy, incredibly fancy, when compared with the one-time value of the property. But the house, the old Chisholm home, contributed no worth to that figure. It seems to hang its head in futile depreciation of the knowledge that it counted for little, if anything at all, in the precarious bargain. It was a cumbrance, even. The land was all.[19]

"One is going and the other is soon to go. With them old Atlanta is passing.

"Across the side [Cone] Street from the home that is waiting for the destroyer, is another home of early Atlanta, a home still, with all the atmosphere of lavender-scented gentility surrounding it. It is veiled from the dusty, rushing business streets of the corner by a grove of trees that was once thicker and heavier of leafage. In the heart of the city's downtown, this home retains its sweetness and its freshness despite the racket and the smoke, for a little gray-haired pioneer lady reigns there—the mother of prominent Atlantans, the grandmother of some, and the great-grandmother of several sturdy youngsters. In her the home retains its essence.[20]

"But some day—and many there are who hope it is a long time off—some day this home too will go, and the third member of an early-day clustering neighborhood will have passed, leaving only the fourth and last—the Austell home on Marietta Street—to show that it once existed."

Much physical development was also taking place in De Kalb County, outside of Atlanta, during this period.

In 1909 the town of Decatur established its first waterworks. Located on the old Mason Mill property, at the terminus of Mason Mill Road at the Seaboard Railroad, the water supply came from Burnt Fork Creek, formerly called the Burnt Fork of Peachtree Creek. While this plant still serves as an auxiliary, Decatur and much of De Kalb County now secures its water from the Chattahoochee River, the plant itself being located some three or four miles north of Doraville.[21]

Oakhurst, a residential area, situated south of the Georgia Railroad, between Kirkwood and Decatur, was originally incorporated as a town under an order of the Superior Court of De Kalb County dated April 19, 1909. Reincorporated under an Act of the General Assembly approved August 13, 1910, it was so named because of the numerous forest trees standing in the area. Under an Act of the Legislature approved August 17, 1914, after popular vote of its people, Oakhurst became incorporated into the town of Decatur on January 1, 1915, thus losing its individual, corporate identity.[22]

The near completion of the new auditorium-armory, at Courtland and Gilmer streets, begun in 1907, coincided with a two-day visit to Atlanta by President-elect William Howard Taft. Mr. Taft, and his party arrived by special train from Augusta over the Georgia Railroad, which pulled into the old Union Depot at 2:17 P.M., Friday, January 15, 1909.

Three members of Atlanta's reception committee, F. J. Paxon, John E. Murphy and R. L. Foreman, went to Augusta the preceding day as official escort, while at noon, Friday, the officers and directors of the Chamber of Commerce and the mayor and general Council of Atlanta went to Decatur by special trolley to meet the train.

Upon arrival at the Union Depot the President-elect was met by a committee in automobiles (all former arriving dignitaries had been met by carriages) and escorted directly to the State Capitol where a reception was tendered by Governor Hoke Smith.

From the Capitol, Mr. Taft was conducted to his suite at the Piedmont Hotel where, after a rest, he held a reception in the hotel parlors to members of the Ohio Society, the Yale Alumni Association, the Chamber of Commerce and the Bar Association.

Following another rest in his room, the city's honor guest was driven, at 7:15, to the auditorium for the Chamber of Commerce banquet, the central feature of the local entertainment. The main arena of the building was incomplete so the banquet was held in the convention hall to the right of the entrance—a room from that time forward known as Taft Hall.

The occasion was a complete success. The approximately 600 gentlemen in attendance were addressed by five speakers, including Toastmaster Asa G. Candler, who introduced them in the following order: Mayor Robert F. Maddox, who spoke on behalf of the City of Atlanta; Governor Hoke Smith, on behalf of the State of Georgia; William Howard Taft, for the national government, and Hon. Thomas G. Jones, ex-governor of Alabama and judge of the United States Court, for the American Citizen.

The spirit of the occasion was caught by a *Journal* reporter, who wrote:

"Surely the famous smile of William Howard Taft never kindled across a happier evening than that of the banquet given in his honor Friday by the Atlanta Chamber of Commerce. It was a smile in which Georgia and all the southland joined. It has lighted the face of the whole nation with a glow of fresh brotherhood. For, the sentiment which this banquet awoke and the idea to which it gave gracious utterance mark the rise of a new day in southern history, and therefore a new era in the nation's life.

"This sentiment and the idea were as different from the conventional text of 'a reunited country' as the occasion itself was different from the conventional banquet. In neither was there a semblance of anything studied or prearranged. Everything that was said or done sprang freely and naturally from the hearts of the men who were there. That is why the evening may be called an epoch for the section and the entire country as well as for Atlanta. From 8 o'clock until after 11, President-elect Taft sat beaming in the midst of a hospitality that could not have been kindlier by the Yule logs of old Virginia or merrier in any manor house of old England. He ate 'possum and drank persimmon beer and swapped jokes with Governor Willson, of Kentucky. He joined his voice with the 600 men who sang *Way Down Upon the Suwanee River* and *My Country 'Tis of Thee.* He seemed, and he actually was in the midst of a big family; and he was at home. This was the atmosphere of the banquet and the speeches that were made seemed only a spontaneous flowering of this spirit. . . ."

The menu itself was more than ample, and featured a dish, popular in the South, but new to the honor guest, barbecued Georgia 'possum. The complete bill-of-fare follows:

Grape Fruit
Fresh from the Grove

Clear Green Turtle a la Panama Appollinaris
Spanish Olives Celery Native Radishes

Broiled Georgia Shad Chattahoochee Style
Pommes Marquise Margaux
Spiced Georgia Watermelon

Boiled Wild Turkey Oyster Sauce
Barbecued Opossum Persimmon Sauce Persimmon Beer
Rissolees Sweet Potatoes Green Peas

Merry Widow Punch, a la Candler

Roast Quail en Casserole G. H. Mumm's Extra Dry

Salad a la Taft

Filipino Ice Cream Petit Fours
Assorted Cheese
Saltines Beaten Biscuit
Native Figs Atlanta Sweets
Coffee
Cigars Cigarettes

The next day, Saturday, Mr. Taft went to Georgia Tech, where he made a speech to the students; to Big Bethel Church at Auburn Avenue and Butler Street, where he addressed the Negroes of Atlanta, and to Athens, by rail, where he spoke to the students of the University of Georgia.

The same evening, after his return to Atlanta, Mr. Taft was tendered a reception and supper at the Capital City Club. His official hosts upon this brilliant occasion were Dr. William S. Elkin, club president, and Mrs. Elkin.

Also receiving with Dr. and Mrs. Elkin, were the other officers and members of the governing board and their wives, as follows: Mr. and Mrs. John W. Grant, Mr. and Mrs. W. G. Humphrey, Mr. and Mrs. W. H. Kiser, Mr. and Mrs. Robert L. Foreman, Mr. and Mrs. W. Thomas Gentry, Mr. and Mrs. P. Thornton Mayre, Mr. and Mrs. James D. Robinson, Mr. and Mrs. James H. Nunnally, Mr. and Mrs. F. M. Mikell, E. A. Peeples and H. Q. Foreman.

It was said, that upon this occasion Atlanta surrendered socially if not politically to Mr. Taft.

And so it was that the President-elect closed his eventful visit to Atlanta by waltzing with Mrs. Elkin and with Mrs. Robert F. Maddox. Shortly before 1 A.M., Sunday morning his special train departed over the Georgia Railroad for Augusta. His stay was relegated to the realm of pleasant memories.[23]

In May, 1909, a few months after the Taft visit, Atlantans sponsored a musical event unique in the city's history up to that time, which served too, as an impressive means of dedicating the just-completed main section of the new auditorium. Indeed, the Music Festival of 1909 was the forerunner of many years of local grand opera, presented by the Metropolitan Opera Company of New York.

The first executive committee of the Atlanta Music Festival Association, which sponsored the original festival and several subsequent seasons of grand opera, consisted of Colonel William Lawson Peel, C. B. Bidwell, H. M. Atkinson, G. W. Wilkins, John E. Murphy, James R. Gray, V. H. Kreigshaber, Ben Lee Crew, W. Woods White, Clark Howell, Clifford L. Anderson, Victor Lamar Smith (Secretary of the Association), John Temple Graves, John W. Grant, and R. S. Wessels.

Elaborate preparations went forward throughout the early spring for five concerts scheduled for Tuesday, Wednesday and Thursday evenings, May 4th through 7th, plus two matinees. Plans were made to bring the Dresden Philharmonic Orchestra and its corps of artists. The chief attraction was to be the famous Italian tenor, Enrico Caruso, who was engaged to sing at two concerts for a fee of $10,000. The Festival Chorus was composed of 500 local singers, trained and conducted by Henry W. B. Barnes, an Atlanta music teacher.

The seat sale was very successful, but at the last moment Caruso did not come because of a throat ailment. The committee then decided to engage five other artists, all scarcely less famous than Caruso himself, yet whose fees were more modest, thus allowing greater freedom in programming and giving additional luster to the festival by an aggregation of opera stars.

Geraldine Farrar, Olive Fremstad, Antonio Scotti, Riccardo Martin and Giovanni Zenatello comprised the quintet who finally graced the auditorium stage. All were secured, however, only by Herculean efforts on the part of the directors. Miss Farrar had an engagement with the Victor Talking Machine Company to make records and was able to sing here only after a temporary release had been secured. Tenor Zenatello had never sung previously on the American concert stage, and was secured after frantic telephoning over a large part of the United States. Farrar and Scotti were reported engaged and were said never to have sung together before. Indeed, this was Farrar's first southern engagement.

All these factors contributed to whet the curiosity and interest of the public. Atlantans had never seen anything like it and they went to see and hear. So much interest was manifested in neighboring cities and states that the railroads gave reduced rates and ran excursions.

Some 25,000 persons paid $32,500 to hear the superb programs given, though an examination of the musical fare for each of the presentations fills one with admiration for the endurance of both audience and performers. The first *half* of one of the programs contained the Dvorak *New World* Symphony (complete) and the Liszt Concerto in E Flat for piano and orchestra, besides a soprano operatic aria and a choral number with bass solist—enough for an entire program as given by current symphonic organizations, who rarely afford, on a single program, the variety offered by any one of the five concerts of the 1909 Atlanta Festival. At its close, a Lewis Gregg cartoon, entitled *It's All Over,* cleverly depicted the audience at the last performance, as being half-asleep and hanging over the boxes, but smiling through.

Two of the artists touring with the Dresden Orchestra were to excite future interest in Atlanta musical circles, Albert Spalding, violinist, then a youth of 21, and Mary Lansing, who some years later, returned to teach voice as a member of the faculty of the Atlanta Conservatory of Music.

The Music Festival Association cleared about $10,000 from the 1909 series, and was inspired, soon thereafter to install a pipe organ in the auditorium. It cost $37,000 and was at the time, the third largest instrument of its kind in the world.[24]

Commented the *Journal* editorially on May 7th:

"It is almost with the start of one awakened from hypnotic sleep that the people of Atlanta return to the rude realities of life after wandering so long in the enchanted fairyland of melody and song.

"The distinguished artists of two hemispheres, together with the unrivaled Dresden Orchestra and the local chorus of half a thousand voices, have woven a spell about the minds and hearts of the community, and, indeed, of the entire South, which the work-a-day world cannot easily dissipate. . . .

"So, while the glamour of the great carnival is gone, it has left us a substantial legacy of self-confidence and of importance before the world which cannot pass away. On this solid foundation of success, we shall build still greater achievements, not only in music, but in material affairs."

Since January 7, 1902, Masonic headquarters in Atlanta had been in a three-story building at the northwest corner of Mitchell and Forsyth streets, in which hall Piedmont Lodge No. 447 and Palestine Lodge No. 486 were dedicated and constituted on November 14, 1902, and November 2, 1906, respectively.

In 1907 the Masons acquired the old homesite of pioneer citizen, Willis Peck, at the northwest corner of Peachtree and Cain streets, and began preparations for the erection of a $250,000 Temple. Cornerstone-laying exercises were held on May 8, 1907, under the direction of Most Worshipful Grand Master Max Meyerhardt. It is interesting to note that two cornerstones were laid, one being the old 1866 stone from the original but never-used Temple at Forsyth and Marietta streets. This stone was presented by Laurent De Give, owner of the building. In addition a Key Stone was laid just above the two cornerstones. It was secured from King Solomon's quarry in Jerusalem, and presented to the Masonic Temple Company of Atlanta by Fred L. Seely.

Finally, on February 22, 1909, the completed Temple was dedicated and consecrated, when the Most Worshipful Grand Master Thomas H. Jeffries convened an occasional communication of the Grand Lodge of Georgia for that purpose. At the time it was said:

> "This Temple will stand a monument for centuries to come attesting the munificent liberality, as well as the pride and zeal of the craft in Atlanta and Fulton County."

And well it looked, with its solid gray bulk, as if it would last for centuries. But fire is no respecter of the works of man, and after standing for 41 years, it was gutted on the rainy, windy afternoon of September 7, 1950, by a blaze started by a workman's blow torch.[25]

Two of Atlanta's best-known institutions, the North Avenue Presbyterian School and the Fulton National Bank, had their inception in 1909.

During that year a leading minister and a prominent doctor became concerned over the fact that the children of the church families were receiving no Bible teaching in the public schools. The idea came to them that their church might establish a school where religious emphasis would accompany first-rate instruction in the usual subjects. Rev. Richard Orme Flinn and Dr. Marion McH. Hull took the idea to members of the North Avenue Presbyterian Church. It sounded feasible. Others lent their approval and support; shortly afterwards, in September, 1909 twenty children and one teacher, Miss Emma Askew, a graduate of Agnes Scott College, gathered in a Sunday School room in this Church—and a famous school had been born.

The original board of directors, under which the school operated, was composed of Judge Ernest C. Kontz, Dr. Flinn, Dr. Hull, John Cameron, Dr. K. G. Matheson, Wilmer L. Moore and Hoke Smith. Growth was rapid. In 1912, a high school department was started, and a rented building next door to the church was secured.

By request of the board of directors, the Session of the North Avenue Presbyterian Church, in 1917, assumed control of the school, making no change, however, in its non-denominational teaching, and preserving the ideal of the founders—well-rounded Christian citizenship. During that year too, Miss Thyrza Askew, formerly of Agnes Scott, became principal, a position she held with distinction until 1951.

In 1920, the school occupied the nucleus of its present plant on Ponce de Leon Avenue, when the former Joseph Hirsch, and later, William B. Johnson home was secured. The following year brought admission to the Southern List and membership in the Southern Association of Colleges and Secondary Schools, the highest standard of recognition in the South.

During the years following World War II a new concept for the school was developing, that of creating in Atlanta a first-class college preparatory school. To that end, in 1951, North Avenue Presbyterian School was chartered as a non-sectarian institution with the Board of Trustees including members of various denominations; a college preparatory division for boys was added, and the name was changed to "The Westminster Schools." Dr. William L. Pressly, former headmaster of the McCallie School, in Chattanooga was made president, and a large wooded tract of land at Pace's Ferry and Howell Mill roads was purchased from Fritz Orr. In 1953 historic old Washington Seminary was merged with the Westminster Schools, and as this is being written a modern plant for the combined institution is being erected on the new site.[26]

The moving spirit behind the organization of the Fulton National Bank was Dr. William J. Blalock, native of Fayetteville, Georgia, a graduate of Mercer and the Columbia University Medical College, and a practicing physician and surgeon in Atlanta since 1893.[27]

First steps toward the creation of the new bank were taken in the early fall of 1909. At a meeting of the stockholders in the office of Hoke Smith, counsel for the enterprise, a subscription committee was appointed and various details discussed.[28]

In early November the bank bought the lease of Robert Sharpe, the tailor, comprising first floor and basement space used by him in the English-American (now Georgia Savings Bank) Building.[29] On December 24th the comptroller of the currency authorized the Fulton National Bank of Atlanta, to begin business with $300,000 capital.[30]

Opening day came on Tuesday, January 25, 1910, and elicited the following comment from the *Journal*:

"The Fulton National Bank, with offices in the English-American building opened for business Tuesday morning at 9 o'clock under most flattering conditions. Immediately after the doors were thrown open the friends of the bank began making deposits and before 1 o'clock the amount of deposits for the first day's business had reached $350,000, with more being made every few minutes. The new bank is capitalized at $300,000.

"When the doors were opened, the board of directors was present to welcome their friends who called to make deposits and wish the bank all the best of luck. All of the directors are well-known citizens and business men and their friends called at the bank during Tuesday by the score. During a large portion of the morning the bank was crowded.

"The quarters that have been fitted up for the bank are among the handsomest in the city and in keeping with the policy of the bank to have only the very best of everything. All of the furniture and fixtures are new and up-to-date and the interior of Atlanta's sixth national bank makes a pretty appearance.

"The large safe that has been installed is the largest manganese safe ever shipped into this state by the Victor Company, one of the largest bank safe manufacturers in the world. The safe is of the best manganese steel and equipped with all the latest devices for protection against burglars and yeggmen.

"All of the clerks, tellers and auditors are experienced bank men and know how to properly care for the business of the bank. All were well pleased with the excellent start made Tuesday."

The original officers of the bank were: William J. Blalock, president; Julius Bashinski, Jr., vice-president; M. R. Emmons, vice-president; A. B. Simms, cashier, and Henry B. Kennedy, assistant cashier.

The original directors were: Hoke Smith (ex-governor), attorney-at-law; W. R. McClelland, president, J. M. High Company; W. F. Pattillo, manager, Hamburg-Bremen Fire Insurance Company; R. J. Griffin, capitalist; W. O. Stamps, Fain & Stamps; W. J. Blalock, president; W. E. McCalla, Georgia manager, Federal Chemical Company; M. R. Emmons, vice-president; S. A. Morris, capitalist; J. R. Mobley, secretary and treasurer, A. M. Robinson Company; W. A. Albright, vice-president, Oglesby Grocery Company; Julius Bashinski, Jr., vice-president; J. Howell Green, Green, Tilson & McKinney, attorneys; A. B. Simms, cashier; Clarence Haverty, Haverty Furniture Company; Isaac Schoen, Schoen Brothers; L. B. Holt, banker, Sandersville, Georgia; W. W. Heaton, manufacturer, Waco, Georgia, and A. C. Blalock, banker, Jonesboro, Georgia.[31]

The new bank made rapid progress. In 1911 its capital was increased to $500,000; in 1912 a move was made to larger quarters in the then Empire, now Citizens & Southern Bank Building, and, in 1913, the first dividend was declared. In 1920 a trust department was opened, and during the following year the Fulton became the first bank in the southeast to inaugurate a school savings plan for children. It was in 1921 also, that the bank moved to its present location, 18-20 Marietta Street, the site, in part, of the famous old Folsom Hotel and Reading Room.

Dr. Blalock retained the presidency of the Fulton National until his death in July, 1928, whereupon he was succeeded by Board Chairman Bolling H. Jones. In January, 1929, Ryburn G. Clay, then vice-president, was elevated to the presidency. Mr. Clay, connected with the bank since 1910, was a native of Marietta, Georgia, a son of Senator Alexander Stephens Clay, and a brother of General Lucius D. Clay. He served as president until 1939, when he was succeeded by Frank W. Blalock, a nephew of the founder. The present incumbent, Erle Cocke, Sr., a native of Lee County, Georgia, and formerly vice-president, succeeded to the office in January, 1945.

Meanwhile the bank had embarked upon a program of expansion through the establishment of branches throughout the Atlanta area. The Buckhead branch was opened in 1929; Peters and Walker streets, 1930; Decatur, 1931; Candler Building, 1938; Ponce de Leon Plaza, Luckie and Simpson streets, and Peachtree Place, 1951; West End, 1952, and Fort McPherson, 1953.

For many years past the Marietta Street headquarters of the Fulton have been inadequate for the volume of business handled. As a preliminary step in remedying that situation, the bank purchased, in 1945, for the sum of $250,000, the historic old Post Office—City Hall site at Marietta and Forsyth streets. As this is being written, a building committee composed of Harrison Jones, chairman; Charles H. Jagels and Luther H. Randall, all directors, are formulating plans for the erection of a 25-story office building and headquarters.

That the Fulton National Bank has fully justified the confidence of the community and its slogan "The Friendly Fulton," is amply proven by its 1952 deposits—$145,047,210.[32]

Nineteen-nine was a banner year in Atlanta for the lusty young automobile business. Indeed, from one dealer, W. D. Alexander, in 1901, the number had grown to 35, representing such makes as Locomobile, Premier, Pierce-Arrow, White Star, Peerless, Cartercar, Mitchell, Maxwell, Marmon, Hupmobile, Chalmers-Detroit, Rapid, Cole, Silent Selden, Speedwell, Franklin, Pennsylvania, Stevens-Duryea, Inter State, Hudson, E. F. M. 30, Ford, Stearns, Pullman, Lambert, and Elmore.[33]

Early in the year, on February 11th to be exact, Atlanta's first taxicabs made their appearance. The bodies of the vehicles were so designed that while the passenger had full protection, so much that he could hardly see out, the driver was exposed to the elements. In commenting upon the new innovation, the *Journal* said:

"The taxicab is here!

"The 'toot,' 'toot,' of the handsome new auto-cabs, just placed by the Atlanta Taxicab Company before the public for active participation in the cab service of the city, caused everyone on the sidewalks along Peachtree, Whitehall and Broad streets to crane their necks to get a glimpse of the long line of smoothly running machines as they moved along in a procession on Thursday afternoon.

"There were eight taxicabs that moved away from the garage of the company on Pryor Street to show the people of Atlanta what they may expect in the future in the way of prompt, neat and reliable cab service. These eight machines represent only the beginning of the taxicab service in Atlanta, and the number will be increased as rapidly as the cabs can be gotten from the manufacturers. . . .

"Among the officers and directors of the Atlanta Taxicab Company are some of the best known and most successful business men of the city. F. J. Cooledge is president, L. P. Stevens, vice-president, and R. J. Ingraham, treasurer. The directors are V. A. Batchelor, M. O. Jackson, A. L. Dunn, Paul McMichael and Drs. L. C. Fischer and Tom Hinman.

"The taxicab is merely an auto-cab with a taximeter to measure the exact distance the machine goes on a given trip. The one who rides pays by the trip, not by the number of persons carried. You pay 30 cents for the first half-mile and 10 cents for each additional quarter of a mile, and the cab is yours for that distance with a seating capacity for four persons if you wish to fill up all the seats. An extra charge of 20 cents will be made for each mile or fraction from stations or stand to point where cab is ordered, and a returning charge of 20 cents per mile when cab is dismissed, for each mile or fraction beyond one mile limit. Only the most reliable white drivers are employed and the taxicabs are neat and clean. You can pay a dollar and get a 'taxi' for an hour to ride three of your friends around.

"For shopping or quick, reliable service to any section of the city, night or day, the taxicab is the thing."[34]

In the summer of 1909, Asa G. Candler, seeking outlets for his rapidly increasing earnings from Coca-Cola, and recognizing the fact that the automobile was here to stay, purchased the nucleus of Atlanta's present Municipal Airport, 300 acres of land near Hapeville. He thereupon organized a stock company, known as the Atlanta Automobile Association, with Asa G. Candler, Jr., as president. The Atlanta Speedway, as it was called, was put under the jurisdiction of this company. Later in the year the Speedway saw many famous racing drivers in connection with the great Atlanta Automobile Show.[35]

The Automobile Show, a central feature of "Automobile Week" in Atlanta—the first such show held in the South—opened on Saturday afternoon, November 6th at the new auditorium. Addresses of welcome to the vast crowd of visitors and exhibitors were made by Mayor Maddox and Chamber of Commerce President Asa G. Candler. Said the *Journal* that evening:

". . . Atlanta is fairly alive with motor car enthusiasts and sleeping accommodations are at a premium. The corridors of the hotels are literal beehives and many happy reunions are being held in nearly every room of the local hostelries. Makers who have not seen each other for months can be seen in groups talking over the past, present and future of the industry. They are all unanimous that the future of the business in Atlanta and the South is a bright one, and many cars will be sold here during 1910. . . ."

Among the cars on exhibit on opening day were Cadillac, Oldsmobile, Packard, Stoddard-Dayton, Maxwell, Pierce-Arrow, Franklin, Peerless, Brush, Pennsylvania, Hudson, Stearns, Elmore, Marmon, Woods, Apperson, Overland, Austin, Reo, Locomobile, White, Mora, F.A.L., Waverly, Black, and Rapid.

All week long, until it closed on Saturday, the 13th, the Automobile Show attracted thousands of Atlantans, many of whom doubtless realized that they were witnessing the instrumentality of a new age, still in the early morning of its development.

Concurrently with the show, racing events were being held daily at Mr. Candler's new Hapeville Speedway. Crowds came from far and near, by auto, street car, and by the Central of Georgia Railway to watch famous racers such as Arthur Chevrolet, Louis Strang and Barney Oldfield set new speed records in a variety of heavy racing cars. Happily there were no fatalities, though the spectators were given an extra thrill on one occasion, when the "Merry Widow," a Pope-Toledo, owned by Asa Candler, Jr., with racing driver Kilpatrick at the wheel, burned on the track after its gasoline tank exploded. An interesting event of Wednesday, the 10th, at the track, was the presence of Elwood Haynes, with his original 1893 automobile. He drove this car around the two-mile speedway, with Asa Candler, Jr., as a passenger. Every turn of the wheels elicited unbounded enthusiasm.

As the week ended, the *Journal* estimated that total attendance had reached 150,000, then went on to say:

> "With the completion of the speedway races in the afternoon and the closing of the automobile show last night, a new page in Atlanta's history was written. The page will stand out in bold relief when the special events it chronicles are compared with others among the many notable achievements of the city. . . .
>
> "The success of the whole affair may be summed up in the statement that 'Atlanta had something to offer, and offered it in the best possible manner.' No other city in the country twice Atlanta's size has ever put on anything in the entertainment line half so big nor nearly so successful as automobile week."

It is interesting to note in passing, that at the time of "Automobile Week" Atlantans owned a total of 1300 motor cars.

During this time, also, the *Journal*, the *Constitution*, the *New York Herald*, and other newspapers were sponsoring a series of cross-country automobile tours. All were designed primarily to promote the construction of good roads, needed nationally, but particularly in the South.[36]

The local death roll for 1909 was studded with good names. Among them were Dr. Charles Cecil Stockard, physician and founder of the Stockard Sanitarium, a native of Columbus, Mississippi; Jacob Haas, banker, insurance man, former city councilman and prominent Jewish philanthropist; John F. Barclay, undertaker and Church worker, a native of Russellville, Kentucky; Dr. John W. Heidt, lawyer, Confederate soldier, Methodist minister and educator; Dr. William Buckingham Armstrong, prominent young physician and surgeon, native Atlantan and father of Dr. William B. Armstrong; Judge Rufus T. Dorsey, born in Fayetteville, Georgia, a resident of Atlanta since 1879 and senior member of the noted law firm of Dorsey, Brewster, Howell & Heyman. He was the father of Hugh M., Rufus T., Jr., Cam D., and E. Roy Dorsey;

Colonel John H. Seals, born in Warren County, Georgia, graduate of Mercer at Penfield in 1856, journalist, publisher, during the early 60's, of the *Georgia Literary and Temperance Crusader,* and founder, in 1874, of *The Sunny South;* Robert M. Farrar, pioneer railroad man, former cashier of the Merchants' Bank, and purchasing agent for Agnes Scott College; Daniel P. Ferguson, ante-bellum Atlanta merchant and one-time treasurer of Fulton County, died in Sparta, Georgia; William J. O'Neal, locomotive engineer Southern Railway, alternate with the late Ben Dewberry on the New York and New Orleans Limited, killed when his engine turned over at Harbin, South Carolina; Perino Brown, a native of Hall County, Georgia, ante- and post-bellum Atlanta banker; Eugene P. Black, Confederate soldier, railroad and real estate man, father of William H., Eugene R., and Charles H. Black; W. L. Stanton, died in Los Angeles, California, one of the first settlers of West End, educator, and a promotor and developer of College Park; Joshua B. Crawford, born in Terrell County, Georgia, a resident of Peachtree District since 1849, and extensive north side realty owner; Patrick H. Moore, a Scottish-born tailor and well-known labor leader; Jerome M. McAfee, former city councilman and lawyer, firm of Hulsey & McAfee; William P. Pattillo, native of Harris County and a local insurance man since 1866; William Lycett, English-born artist and china painter; Cleveland Clay, member of a pioneer Kirkwood family; Dr. C. W. Parker ante-bellum botanical physician and circuit riding minister, and Judge William H. Hulsey, native of De Kalb County, Lt. Colonel 42nd Georgia Regiment, lawyer, legislator, former Atlanta mayor and Fulton County ordinary.[87]

Others were John T. Moody, well-known young insurance and real estate man; R. E. Harper, perhaps the best known telegraph operator in Atlanta, and a premier baseball wire man; William Joshua "Roxie" Callaway, the dean of Atlanta's newsboys, a veteran of 34 years on the local streets who originated many of the stereotyped cries used by other newsboys; Dr. John D. Turner, a native of Putnam County, Confederate surgeon and noted Atlanta business man; Milton A. Candler, prominent De Kalb County lawyer, legislator, Confederate soldier, Congressman, eldest brother of Asa G. Candler and father of Charles Murphey Candler, of Decatur; William Pinkney Hill, city attorney of Atlanta, a native of Troup County; Maxwell Rufus Berry, born in Lincoln County, North Carolina, a resident of Atlanta since 1853, and, in partnership with Thomas G. Healey, a pioneer building contractor; Elijah N. Ragsdale, 96, a pioneer citizen of the Lithonia section of De Kalb, and a veteran of both the Mexican War and the War of the 60's; Major Asbury F. Moreland, for whom Moreland Avenue is named, Andrew J. Wells, brickmaker and railroad man, a resident since 1845; Judge George H. Tanner, born in Clayton County, newspaper man, lawyer and former city councilman; H. H. Bussey, a unique Atlantan, known for years as "Bussey, the Old Hat Man"; Harvey L. Anderson, prominent hardware man, killed by an auto in front of his home on Peachtree near 17th Street; Dr. Henry R. Jewett, well-known dentist and treasurer of the Atlanta Dental College; Godfrey L. Norrman, Swedish-born local architect, artist, litterateur, music lover and mystic, took his own life in a fit of despondency over ill-health; Fleming G. duBignon, distinguished lawyer and state senator, a famous jury advocate and a former resident of Savannah; Carl F. Barth, pioneer piano and musical instrument dealer, a native of Germany; John H. Gavan, Irish-born book dealer, founder of the old Southern

Book Concern on Whitehall Street; Judge Howard Van Epps, lawyer, jurist, legal writer, former judge of the City Court of Atlanta and a native of Eufaula, Alabama; and Anthony Murphy, a pioneer Atlanta developer, native of Ireland, one-time railroad man and lumber dealer, particularly noted as the father of Atlanta's original waterworks.[38]

NOTES—CHAPTER 87

[1] *Atlanta Journal,* Sept. 25, 1908.
[2] *Ibid.,* Nov. 9, 11, 1908.
[3] *Ibid.,* Nov. 13, 1908.
[4] *Ibid.,* Nov. 30, 1908.
[5] *Ibid.,* Dec. 1, 1908.
[6] *Ibid.,* Dec. 3, 1908.
[7] *Ibid.,* Jan. 1, 1909.
[8] *City Directory,* 1909.
[9] *Ibid.*
[10] *Ibid.*
[11] Henry B. Scott, "The Romance of Atlanta Realty, 1860-1920," Atlanta Chamber of Commerce, 1921.
[12] Records, Planning Commission, City of Atlanta.
[13] *Atlanta Journal,* Sept. 12, 1952.
[14] *Ibid.,* Feb. 28, 1909.
[15] *Atlanta Constitution,* Nov. 27, Dec. 4, 1949.
[16] Records, Planning Commission, City of Atlanta.
[17] *Atlanta Journal,* Dec. 19-20, 1909.
[18] The Berry home was supplanted by the Crumley Hardware Company building.
[19] The site is now occupied by the Walton Building.
[20] Reference is made to the residence of Mrs. William A. Moore, which occupied the square block bounded by Cone, Poplar, Spring and Walton streets, now the site of the Cone Street Garage and other business structures.
[21] *Atlanta Constitution,* Jan. 14, 1953; Carl T. Hudgins, "Mills and Other Early De Kalb County Industries," a paper read before the De Kalb Historical Society, Nov. 1951.
[22] Candler, *De Kalb County,* 20-21
[23] *Atlanta Journal,* Jan. 15-17, 1909.
[24] *Ibid.,* May 3-7, 1909; T. Eldin Burton, "Music Festival of 1909," *A.H.B.,* XVIII (July, 1939), 199-202; George Goodwin, "Memories of City Auditorium," *Atlanta Journal Magazine,* July 30, 1933.
[25] McDonald, *Free Masonry and Its Progress,* 107, 109, 127-129; *Masonic Messenger,* Sept. 1951.
[26] Cooper, *Fulton County,* 490-491; "The School Atlanta Needs," pamphlet published by the Westminster Schools in connection with its fund-raising campaign of 1952.
[27] *Atlanta Journal,* July 2, 1928.
[28] *Ibid.,* Sept. 11, 1909.
[29] *Ibid.,* Nov. 5, 1909.
[30] *Ibid.,* Dec. 24, 1909.
[31] *Ibid.,* Jan. 16, 1910.
[32] Cooper, *Fulton County,* 623-625; *Atlanta Constitution,* May 27, 1945, Dec. 7, 1949. Mar. 15, 1953.
[33] *City Directory,* 1910; *Atlanta Journal,* Nov. 7, 1909.
[34] *Atlanta Journal,* Feb. 12, 1909.
[35] Candler, *Asa Griggs Candler,* 266.
[36] *Atlanta Journal,* Nov. 2-14, 1909.
[37] "Garrett's Necrology."
[38] *Ibid.*

Section XII

1910-1919

The Garage Supplants the Livery Stable
Prosperity, Fire, War and Inflation

CHAPTER 88

1910

THE extensive growth of Atlanta and Fulton County during the first decade of the twentieth century was reflected in the 1910 census figures. While the State of Georgia had a total increment in population for the decade of 382,790, Fulton County went from 117,363 in 1900 to 177,733 in 1910. During the same period Atlanta went from 89,872 to 154,839, representing 85 percent of the population of Fulton County. At the same time the Negro population of Atlanta increased from 35,727 to 51,602, accounting for 34 percent of the total.[1]

The primary of August 23, 1910, brought forth the same two gubernatorial candidates who had faced each other in 1908, only this time Joseph M. Brown was the incumbent and Hoke Smith the challenger. Considerably less bitterness prevailed during the campaign than had been manifested in the former contest between these two gentlemen. The vote was close. Smith unseated Brown by a majority of less than 2,000 votes.[2]

"Little Joe" died hard. The race having been so close, his friends urged him to run as an independent for governor. Brown's decision to do so was a political mistake. It was the unwritten law of Georgia that those who take part in a primary election shall support the nominee in the regular election. Governor Brown was swamped, 95,000 to 17,000.[3]

At the same time a citizen of De Kalb County was sent to Congress. William Schley Howard, one of the most picturesque and at the same time most able criminal advocates practicing before the local bar, defeated Leonidas F. Livingston, an outstanding congressman for many years past.[4]

The county elections of 1910 resulted in all Fulton ministerial incumbents being returned to office, and produced only one change in De Kalb County. Thomas C. Jackson succeeded Charles S. Mercer as surveyor.

As in past years some new members of council took office in early 1910, several aldermen and one new councilman from each ward. The aldermen were: Alonzo J. Johnson, formerly councilman from the 1st ward; Charles H. Kelley, wholesale grocer, 2nd ward; James W. Maddox, contractor, 5th ward; John W. Grant, 6th ward; Joseph B. Everett, 8th ward; Isaac N. Ragsdale, livestock dealer, 10th (new ward, see below). The new councilmen were:

First Ward, Dr. A. H. Baskin, physician.
Second Ward, Dr. Monroe Smith, physician.
Third Ward, James C. Harrison, wholesale grocery salesman.
Fourth Ward, Dr. Samuel D. Warnock, physician.
Fifth Ward, John J. Greer, general insurance.

Sixth Ward, W. Tom Winn, general insurance.
Seventh Ward, Heard W. Dent, lawyer.
Eighth Ward, Samuel N. Evins, lawyer.
Ninth Ward, Same as in 1909.
Tenth Ward, Dennis J. Baker, secretary, S. A. Williams Lumber Co., and Walter J. Stoy, linotype operator, *Atlanta Journal*.[5]

Several changes were made from 1909 to 1910 in the roster of Atlanta's ministerial officers. Joseph P. Foster, formerly a deputy city clerk, succeeded W. J. Campbell as city clerk; John N. Malone succeeded J. H. Ewing as one of three city assessors, and James L. Mayson succeeded his deceased law partner, W. P. Hill, as city attorney.[6]

On January 6, 1910, Atlanta acquired a new postmaster in the person of Hugh L. McKee, a native of Alabama, former banker and more recently cashier of the local post office, who succeeded his former chief, E. F. Blodgett.[7]

When Robert F. Maddox first took office as mayor in January, 1909, he presided over the affairs of what had just come to be known as "Greater Atlanta," the new Ninth Ward having recently been created. As he began his second year as the city's chief executive. "Greater Atlanta" had just become still "greater." A new ward, the Tenth, had been created, and the city limits had been extended in other directions so as to add more territory to some of the other wards.

The new Tenth Ward not only included much new territory, but generous slices from two other wards. The eastern boundary from Whitehall Street south to the A. & W. P. belt line was fixed at McDaniel Street, thereby including all that part of the old Second Ward lying west of McDaniel Street. From the intersection of Whitehall and McDaniel streets, the new boundary line ran southwest along Whitehall Street to the Central of Georgia Railroad, thence south along that railroad to a point opposite the old Anthony Murphy home just south of the L. & N. belt line. This line cut off into the Tenth Ward, all that part of the Seventh Ward formerly lying east of the Central of Georgia Railroad. From the railroad, the new boundary ran due west to a prolongation of Holderness Street south of the L. & N. belt line, thence in a southwesterly direction to the intersection of Campbellton and Utoy roads; thence due east along the north boundary of Fort McPherson to the Central of Georgia, thereby including all of Oakland City. The line then ran south along the Central of Georgia to a point between Osborne and Astor avenues; thence east to what is now Sylvan Road; thence north along this road to the A. & W. P. belt line; thence east to McDaniel Street.[8] The shape of the new ward defies geometrical description.

It included, as noted, all of the former Town of Oakland City, an incorporated community since 1894. The citizens thereof did not come into Atlanta without some protest. Anent the annexation the *Journal* commented:

"Oakland City, which forms a very large portion of the new Tenth Ward, is no more. Its name and identity died with the old year, and despite the petty inconvenience caused by the petition for injunction to restrain the city of Atlanta from extending its limits, Oakland City is now merged with Greater Atlanta.

"By legislative enactment its charter was revoked at midnight Friday [December 31st], and the town council has formally dissolved the incorporation.

E. P. Ryan, who for years has been the efficient marshal at Oakland City, Saturday becomes an Atlanta policeman, and will be assigned to the evening watch.

"Two of the officials of Oakland City have been elected to the Atlanta general council and are scheduled to take their seats Monday evening. They are Mayor I. N. Ragsdale, an alderman-elect, and Councilman W. J. Stoy, who has been chosen one of the Tenth Ward councilmen.

"Oakland City will turn over to Greater Atlanta a $10,000 school; a $6,000 park, upon the purchase price of which $3,500 has been paid; and $900 in cash. The park indebtedness will be assumed by Atlanta.

"The Tenth Ward will be represented in the greater city government by the following capable officials: alderman, I. N. Ragsdale; councilmen, W. J. Stoy and D. J. Baker; on the library board by Willis M. Everett; water board, C. C. Mason; park board, J. O. Cochran; school board, A. P. Morgan; hospital board, John T. Kimbrough; health board, E. D. Thomas; police board, W. P. Fain; board of lady visitors to the public schools, Mrs. Nelson T. Spratt; ward physician, Dr. J. W. White.

"The last meeting of the Oakland City council was held Friday evening in the council chamber over Tucker's store on Lee Street, and following the reading of annual reports and the checking of all vouchers the town's books were closed, speeches were made, songs were sung and amid a general handshaking a *sine die* adjournment was taken.

"Oakland City is very proud of the fact that she comes into Atlanta with a clean financial sheet. The city will have no bills to collect on her account. City Marshal Ryan, with commendable industry, has been hard at work several days winding up outstanding money matters, and finished on the last day of the year. Some of the fi-fas he collected went back as far as 1906.

"Those who composed the dissolved council were: I. N. Ragsdale, mayor; councilmen W. J. Stoy, C. C. Mason, W. P. Fain, Gus Chapman, John Barker and Nelson T. Spratt.

"While the mayor and councilmen were speechmaking Friday evening a knock was heard at the door of the council chamber. A moment later a number of ladies, headed by Rev. F. L. Adams, entered and joined in the impressive but happy exercises. Rev. Adams was granted the privilege of the floor and made an interesting address, following which the entire assembly joined in singing *God be With You Till We Meet Again.*

"From the council chamber the party journeyed to the home of Marshal Ryan on Oakland Avenue [now Avon Avenue], where Mrs. Ryan had prepared a delightful surprise party for her husband and the city officials. Refreshments were served and general congratulations were indulged in. The party lasted until long after midnight when the New Year was appropriately welcomed to the accompaniment of the schoolhouse bell."[9]

In addition to the Tenth Ward, the following broadly described territory was added to the city, effective January 1, 1910: The Second Ward, between McDaniel Street and Capitol Avenue, was extended south to the A. & W. P. belt line; the Third Ward was extended south and east to the A. & W. P. belt line, with additional territory extending south between Capitol Avenue and Hill Street, comprising most of South Atlanta and parts of Lakewood Avenue and McDonough Road; the First Ward was extended north from Foundry to Simpson Street, and west between Hunter and Simpson streets to the L. & N.

belt line; the Fifth Ward was extended west to the L. & N. belt line and north so as to include the Exposition Mills and the territory out Marietta Street to and including the residential area known as Howell's Station, but not including the Stock Yards or the Waterworks. The east line of the 5th was shifted west from Williams Street to a line formed by State Street and Hemphill Avenue north to just beyond 14th Street. The Seventh Ward was extended south to the north boundary of the new Tenth Ward, and north and west so as to include West End Park and Battle Hill,[10] the latter being the second incorporated community to be absorbed in the 1910 expansion of Greater Atlanta. The Eighth Ward was extended west to State Street and Hemphill Avenue and north (not including the property of the Atlantic Steel Company) to a point on Peachtree Road a short distance beyond Brookwood, and including a part of Collier Woods north of Ansley Park, now included in Sherwood Forest.

Several of Atlanta's streets acquired new names during the year. James Street, in the Tenth Ward, became Tift Avenue; Majestic Avenue became Griffin Street; Royston Street and Daley Avenue were combined and became Candler Street, and Emmett Street was changed to West Tenth.[11]

Two major accomplishments of Mayor Maddox' second year in office were the successful passage of a $3,000,000 bond issue for civic improvements, and the purchase of the old custom house and post office at Marietta and Forsyth streets for use as a city hall.

Atlanta faced a critical moment as the year 1910 began. With large acquisitions of territory at the beginning of 1909 and again at the beginning of 1910, the city was having growing pains. There had been a reluctance to issue bonds for improvements during the past several years and the city was incapable of expanding its public facilities from current revenue. A sizable bond issue was a must.

Eighty-two miles of streets were without water mains or sewers and 50,000 people were using wells and surface privies. Water pressure was insufficient for proper fire protection, as recently illustrated in the great Terminal District fire of 1908. Sewage disposal was inadequate. Grady Hospital, antequated and outgrown, could not handle but a fraction of the public need. Garbage service was inadequate; the death rate was abnormally high—24 per thousand, and of 30 public school structures, 13 were wooden firetraps. It was time for action and action was forthcoming.

In late 1909, Mayor Maddox sent word to the Chamber of Commerce that since it had started the movement for a $3,000,000 bond issue, to be voted on by the people in February, 1910, it was up to the Chamber to see the measure through. The Chamber accepted the challenge. It appointed a committee, headed by V. H. Kriegshaber, to work with a general committee appointed by the mayor, with Walter McElreath as chairman, and Harvey Hatcher, secretary. In addition, the Chamber raised $3,500 for committee expenses.

The chief effort of the committee was directed to getting out the voters, of whom 10,568 were registered. Its zeal was tremendous. Secretary Walter G. Cooper of the Chamber of Commerce secured the names and addresses of 8,000 families living on streets without water mains. He wrote the heads of these families to the effect that if the bond issue went through a water main would be laid in front of their homes. Employers were asked to release their men on election day, and a battery of 50 telephones was set up, manned by special operators. Voters were called at home and office on election morning.[12]

On Tuesday, February 16th, the people of Atlanta voted overwhelmingly for bonds and progress. Out of 8,475 votes cast, only 66 opposed the issue. Said the *Journal* editorially:

> "By a majority perhaps unparalleled in any similar situation, the people of Atlanta have voted for the issuance of three millions in bonds. They have risen to the needs of the hour with practical patriotism, intelligence and perfect confidence that the money will be well and fairly spent.
>
> "It is, therefore, opportune on the very heel of the election to urge once again that every detail of the bond ordinance be carried out in absolute accordance with its provisions. There has never been, and is not now, the faintest occasion to suspect that such will not be the case. Yet, because there was in the earlier stages of the campaign a vague whisper to the contrary, those in charge of the expenditure should be wary at every step to see that each ward, and neighborhood and street, receives its due share of improvements.
>
> "The election that closed yesterday is probably the most memorable in Atlanta's history. It has united the people, heart and mind, in a movement which is to make Atlanta a city in the largest sense of the term, which is to cut down her death rate, build up her schools, increase her comfort and comeliness, and make life within her boundaries abundantly worth living.
>
> "In pressing this great cause to victory, every organization, we might say practically every individual, has had a luminous part. Of particular service has been the good work of Atlanta women, the Federation of Trades, the bond campaign committee, the Young Men's Democratic League, the city council and all branches of the city government, the Chamber of Commerce collectively, and the merchants individually. They will all be remembered as builders of Greater Atlanta."[13]

The proceeds of the bond issue were divided as follows: water, $900,000; schools, $600,000; sewers, $1,350,000; Grady Hospital, $100,000; crematory, $50,000.[14]

In all the annals of American municipal history there is probably no instance of an incumbent mayor advancing the purchase price of a city hall and holding title thereto until the municipality paid him back. No such instance, that is, until it happened in Atlanta during November, 1910.

Atlanta's then city hall, the former Chamber of Commerce building at Pryor and Hunter streets, had always been inadequate for the purpose. It was becoming more inadequate every day. Then, in 1910, came the opportunity to acquire another city hall, not a new building to be sure, but more commodious and better located.

The new U. S. Post Office and Federal Building, on the former site of the First Baptist Church, at Walton and Forsyth streets, was nearing completion, and the government was about to have a surplus building in the old post office at Marietta and Forsyth. The land on which it stood had been given to the Federal Government in 1875 for the erection of a post office and custom house, for which Congress had made an appropriation of $250,000. In addition to this original building cost, the government subsequently spent $200,000 in enlargements, a total investment of $450,000.

As the new post office neared completion, city officials began to wonder how they could get the property back for a city hall. Certainly they wouldn't think of paying $450,000 for something their predecessors had given away in the first place, even though the city had no investment in the building. The problem was broached to Colonel L. F. Livingston, then serving his last term in Congress. At first he was baffled as to how the property could be turned back to the city at a minimum price. Then he had an idea.

"Why don't you have some of your real estate men in Atlanta appraise the property and see how much it is actually worth—not how much has been spent on it?" he asked Mayor Maddox. They looked at the massive pile and shook their heads. No good for stores. The ground floor wasn't level with the sidewalk. Not fit for anything in particular, something of a white elephant. But it might be worth $70,000.

The property was a good buy at this price. But the availability of a bargain does not always coincide with the solvency of a would-be purchaser. The city, heavily involved in municipal improvements provided for by the bond issue of February, 1910, simply did not have the money. Mayor Maddox didn't want the opportunity to slip by. He went to New York, put up collateral and borrowed the money from the National Park Bank. Upon his return he deposited it in the American National Bank. On November 8, 1910, he gave his personal check, in the amount of $70,000, to Franklin MacVeagh, Secretary of the Treasury, as payment for the property, which was converted into a city hall and so used for the next 20 years.[15]

City council passed a resolution morally obligating succeeding councils to pay Mr. Maddox back. They lived up to their bargain. The resolution, adopted November 7, 1910, is as follows:

"WHEREAS, in 1875, the city of Atlanta gave to the government of the United States of America for the location of a post office and custom house, the following described property:

"Commencing at the corner of Marietta and Forsyth streets, and running thence northwest along Marietta Street 200 and one and fifty-eight one hundredths feet (201.58) to Fairlie Street, one hundred and five and one-half feet (105½) to an alley, thence southeast along the alley two hundred and one and one-half feet (201½) to Forsyth Street and one hundred and ten and one-half feet (110½) to the beginning point at the corner of Marietta and Forsyth streets, and

"WHEREAS, the government of the United States of America, in view of this former donation by the city of Atlanta, has agreed, under act of Congress approved June 25, 1910, to re-convey to this city, said location together with all improvements thereon for the sum of ($70,000) seventy thousand dollars cash, and

"WHEREAS, said sum must be paid upon delivery of the deed, and said deed is now ready for delivery, and

"WHEREAS, owing to the large expenditures by the city during the present year, and owing to the fact that the city is now closing up these expenditures for the current year, there is in our treasury no available funds for the payment of this purchase price, and

"WHEREAS, Honorable Robert F. Maddox has offered to come to the relief of the city and advance this sum in order that the purchase of the old post office building may be consummated, and the city may secure this very valuable site for a city hall at a comparatively nominal price,

"THEREFORE BE IT RESOLVED, by the Mayor and General Council of the City of Atlanta as follows:

"*First.* That on behalf of the citizens of the City of Atlanta, we desire to thank Honorable Robert F. Maddox for his very generous offer and the large faith he displays in the credit of the city, and the fairness of its representatives now serving and hereafter to serve in the General Council.

"*Second.* As the representatives of all the people of the city, and in our official capacity as a General Council, we accept his offer and hereby pledge the good faith of the present and succeeding councils to reimburse him for this advance.

"*Third.* That the present apportionment sheet be amended by adding to receipts the sum of $20,000, from unanticipated sources, and that this sum be, and the same is hereby, specially appropriated to the payment, on account, of said advance and that same be paid over to Honorable Robert F. Maddox as soon as his advance is made.

"*Fourth.* That we recommend to the General Council of 1911, and to the General Council of 1912, the appropriation of $25,000 during the month of January of each of those years on account of reimbursing Honorable Robert F. Maddox for the advance made in the purchase of the old post office building for the city as above set out. And, while we recognize that we cannot make a binding contract beyond the current year, we do pledge the good faith of this and the succeeding Councils to reimburse Honorable Robert F. Maddox for his advance to the city in this hour of peculiar stress.

"*Fifth.* That the conveyance to the city by the Government of the old post office building and site, be left in the hands of Honorable Robert F. Maddox, and be not delivered and recorded until he is finally reimbursed in full for the $70,000, advanced for the City by him, together with interest at 5 per cent per annum, and interest to be paid as accrued when the installment payments are made.

"*Sixth.* That the members of the present Council holding over in the General Council of 1911, hereby pledge themselves to vote for the appropriations above recommended, and the Aldermen in the present Council, holding over to the General Council of 1912, hereby pledge themselves to vote for the said appropriations, and to urge their passage as herein recommended.

"*Seventh.* That these resolutions be adopted by a yea and nay vote of the members of the Council, and the members of the Aldermanic Board, and that same be entered upon the minutes."[16]

It was also during Mr. Maddox' term as mayor that the Battle Hill Sanitarium for the treatment of tuberculosis was established; the system of physically examining the school children of the city was inaugurated; Piedmont Park was finally converted from a fair ground into a public park; fifteen playgrounds were opened and equipped for children in various parts of the city; and the city's bookkeeping system was revised, putting each department on a modern budget basis.[17]

All in all, the Maddox administration (1909-1910) was one of the most popular and progressive in the history of the city. As his term approached its close Mr. Maddox was offered re-election without opposition. Indeed, the law prohibiting a second consecutive term for the mayor was changed by the legislature for this specific purpose. He declined the honor, however, as he felt it necessary to devote his time to business and personal affairs. As the popular young mayor left office in early 1911, he was presented with a beautiful silver service, paid for by popular subscription, in appreciation of his splendid work for the city.[18]

Two northside developments, showplaces of many years standing, had their inception in 1910, Peachtree Heights Park and the Brookhaven Country Club.

Since long before the War Between the States, and until his death in 1906, the west side of Peachtree Road from Peachtree Creek north to beyond what is now Andrews Drive, was the property of pioneer citizen Wesley Gray Collier. Extending west from Peachtree Road some 3,000 feet, his large domain comprised that part of Land Lot 111 lying north of the creek and all of Land Lots 112 and 113, a total of some 500 acres, all in the 17th District of Fulton County.

On May 21, 1910, Eretus Rivers and Walter P. Andrews, the executors of Mr. Collier, sold this choice, but as yet undeveloped woodland, to the Peachtree Heights Park Company for $375,000—a sum that doubtless would have staggered the imagination of Agriculturist Collier.

At the time of the sale Peachtree Battle (then called Battle Avenue) and Wesley avenues had been cut through from Peachtree to Howell Mill Road. Mr. Rivers announced that the best known landscape artists would be consulted and that a residence park in keeping with the best residence districts in the north and east would be laid out as soon as possible.[19]

Commented the *Journal* on the day following the purchase:

". . . The Collier property, standing as it now does covered with timber, will be changed as by a magician's wand. Where there are now but natural groves of pine, broad drives will cut their way, restful stretches of green park will be laid out, all improvements of sewerage, lighting and water will be provided, and in the end Atlanta will boast a residence section excelled nowhere in beauty and desirability. Within the last year property on Peachtree Road has advanced about 30 percent. The construction of this park will provide an influence that will stimulate most effectively this advancement in values. . . ."

Nearly a year later, on April 16, 1911, the *Journal* was able to report:

"Connecting Peachtree with Pace's Ferry road, through Battle avenue, Habersham road, now under construction, has the promise of a popularity that will rival Peachtree road itself.

"Habersham road, a public road which is being built by private enterprise, and which will be placed at the disposal of the county completely graded, curbed and paved, is being constructed under contract at a cost of approximately $40,000.

"Contractor [James S.] Donaldson and a force of hands are now at work on the grading, cutting out the trees and underbrush and preparing it for the surfacing of chert and the curbing. . . .

"Habersham road, about two miles in length, connecting with Battle avenue, which begins at Peachtree road right at 'The Lodge,'[20] will traverse the property of the Peachtree Heights Park Company to Pace's Ferry road just to the east of the magnificent home of former Mayor Robert F. Maddox.

"Upon this road prospective home builders may secure tracts of one to five acres, or even larger, if desired—tracts which cannot be excelled for beauty of natural contour, forestry and in other features. . . .

"Automobiles and vehicles of all sorts will seek Habersham road. Its natural beauty will attract the visitor and when it is still further beautified by residence improvements they will be unable to resist it."

Peachtree Heights Park was indeed developed by artists and experts with a taste unknown to so many present-day "land butchers," who with massive equipment reduce woods and picturesque terrain to sun-baked monotonous, treeless expanses of level ground.

The first great surge of residential construction in Peachtree Heights Park came during the building boom of the twenties. Today Wesley Collier's former estate resembles one vast park, covered with some of the most beautiful homes in the South. It is traversed by Andrews Drive, Habersham Road, Peachtree Battle Avenue, West Wesley Road, Woodward Way, Rivers Road, Cherokee Road, Vernon Road, Muscogee Avenue and Habersham Way. Rivers Road and Andrews Drive are named for Eretus Rivers and Walter P. Andrews, respectively, both of whom had an important part in the development of the section.

On April 4, 1910, it was announced that officers and leading members of the Mechanical and Manufacturers' Club had formed a company and purchased 150 acres of land on Peachtree Road, lying athwart the Fulton-De Kalb county line, and that they had completed arrangements to establish there a country club to be known as the Brookhaven Country Club.[21]

The land, purchased through the Charles P. Glover Realty Company, comprised parts of Land Lots 10 and 11 in the 17th District of Fulton, formerly the property of Isham Stovall, deceased, and parts of Land Lots 239 and 240 in the 18th District of De Kalb. Incorporators of the new club were: L. A. Ransom, president of the M. & M. Club; W. R. C. Smith, chairman of the finance committee, M. & M.; O. M. Ezell, vice-president of the M. & M.; Stonewall R. Jacobs, treasurer of the M. & M., and E. E. Eagan, W. T. Gentry, E. Dannick, George Braurgart, Jr., C. S. McMahan, L. C. Johnson, Henry W. Atkinson, H. D. Winn, and W. B. Roberts.[22]

The object of the incorporators was set forth in the *Journal* of April 5, 1910, which said:

> "Believing that Atlanta is destined to become in a few years a city of half a million inhabitants, it is the idea of the incorporators of the Brookhaven Country Club to provide proper facilities for the future for the pleasure of its citizens who love country sports and country life.
>
> "At the same time it will afford facilities unsurpassed by any northern or southern city for the hospitable entertainment of tourists and automobilists visiting Atlanta and its environs. . . ."

The committee in charge of planning and organizing the club was composed of Walter P. Andrews, chairman; David H. Kirkland, Ivan E. Allen, John Aldredge, Colonel Frank E. Callaway, William F. Parkhurst, Harvey Hill, W. B. Roberts, Frank A. Pittman, C. S. McMahan, S.R. Jacobs, C. S. Campbell, E. Rivers, W. R. C. Smith, Dr. J. Cheston King and William Hurd Hillyer.[23]

The engineering firm of Thomas Meehan & Sons, Mt. Airy, Pennsylvania, had charge of grading and landscape work for the entire tract, including sewerage and drainage. H. H. Barker, of Garden City, Long Island, laid out the golf course. Haralson Bleckley was club architect, and the Solomon-Norcross Company, of Atlanta, made plans for the lake, dam and hydraulic features.[24]

In October, 1910, the club elected its first officers and governing board. They were: John D. Little, president; W. T. Gentry and F. J. Paxon, vice-presidents; Ivan E. Allen, treasurer; William F. Parkhurst, secretary; Charles I.

Ryan, John Aldredge, John S. Cohen, W. R. C. Smith, J. Carroll Payne, W. L. Peel, Walter P. Andrews, Eugene V. Haynes and Frank E. Callaway, governing board.[25]

In speaking of the splendid prospects of the club, President Little said:

> "I have never before heard of a club starting with the splendid membership and under such auspicious circumstances as the Brookhaven Country Club. The club situated out Peachtree road and in the direction taken by everyone when going for a pleasure ride, seems to fill a long-felt want. We have bought 150 acres of beautiful land, ideally located for golf links, tennis courts and general country club features. Every local golf player who has been over the grounds is enthusiastic over the outlook for the golf links, and several golf experts claim that we have the best natural lay of the land for golf purposes to be had in this section of the country. A large and beautiful lake, fed by two clear and flowing springs, will also be a feature, and we propose to have a well-arranged and comfortable club house, embracing a number of features not heretofore known in the south. Our membership, now numbering over 300, is composed of the leading men of Atlanta, and they are enthusiastic over the splendid prospects of the Brookhaven Country Club. I confidently predict that we will open up with a membership of 500."[26]

After several delays the Brookhaven Country Club finally opened on Christmas Day, 1911.[27] In 1913 it became a part of the Capital City Club, thereby giving that venerable organization both a town and a country club.[28]

During the years that followed, particularly during the last three decades, an excellent residential community has built up around the Brookhaven Club and its environs.

In any progressive city the decommissioning and destruction of old landmarks is inevitable, and in the Atlanta of 1910 this took place frequently.

During February the voice of the old fire bell (see Chapter 45, 1867) at headquarters on Alabama Street was, for all practical purposes, silenced. Its deep tones had tolled every local fire of any magnitude since 1867. In the days of the volunteer fire department and even later it had served a useful purpose as a warning device. But after the widespread use of the telephone and the installation of an electric fire alarm system, it had become something of a nuisance, for then its ringing inspired a flood of telephone calls to fire headquarters inquiring as to the location of each fire. Thus the telephones at headquarters were tied up when they were needed most urgently. Even so, the silencing of the old bell caused regret among the old-timers whose ears had long been attuned to its mellow tones.[29]

Later in the same month the finance committee appropriated $2,000 with which to buy the old dam at Howell's Mill on Peachtree Creek from Hoke Smith, who then owned the property. The dam was removed by the city as an obstruction to sewage, then being emptied into the creek, its backing up behind the dam having created a great nuisance.[30]

During April and May the two-story frame dwelling of the late Major Livingston Mims on the northeast corner of Peachtree Street and Ponce de Leon Avenue, was torn away to make room for Joseph F. Gatin's new Georgian-Terrace Hotel.[31]

Still later in the year, in October, an ancient and imposing landmark disappeared when the Arlington Hotel, at Marietta and Cone streets, next door to the Georgia Railway & Electric Company, was torn down to make way for the three-story Hayden Building. The Arlington, a three-story brick structure with large front porches on both the first and second floors, was built as a residence before the War of the 60's by Mrs. Reuben Cone, widow of the Judge. Later it became the residence of her son-in-law, Judge Julius A. Hayden, and after his removal to Florida in 1877, a boarding house and hotel.[32]

The oldest landmark of all was laid low by fire on October 31, 1910, when the residence of John C. Todd at 350 Greenwood Avenue burned to the ground. Originally built by pioneer citizen Richard C. Todd during the early 1820's in the midst of a 200-acre tract, it had served the family for nearly 90 years. A two-story brick residence was subsequently built by the family on the same site—now numbered 816 Greenwood Avenue, N.E.[33]

Until mid-1910, the operation of automobiles within the State of Georgia was regulated by local ordinance only. In August of that year, the legislature, having taken cognizance of the ever-increasing number of motor vehicles, passed an Act "to regulate the running of automobiles, locomobiles, and other vehicles and conveyances of like character propelled by steam, gas, gasoline, electricity, or any power other than muscular power, upon the public and private roads of the State of Georgia. . . ."

Among the provisions of the Act, which took effect on September 1, 1910, were the following:

> All such vehicles to be registered in the office of the Secretary of State, where, for a $2 fee a number plate (license tag) would be issued, to be displayed conspicuously upon the vehicle.
>
> That from one hour after sunset to one hour before sunrise, there shall be displayed on the front of every machine, while being driven, at least one white light throwing a beam at least 100 feet, and one rear red light to illuminate the number tag.
>
> That upon approaching a bridge, dam, high embankment, sharp curve, descent or crossing of intersecting highways and railroad crossings, the person operating a machine shall have it under control and operate it at a speed not greater than six miles per hour.
>
> That upon approaching a pedestrian in a roadway or highway, or horses or draft animals being driven or ridden, the person operating the automobile shall give reasonable warning of its approach by the use of a bell, horn, gong or other signal, and shall use every precaution to insure the safety of, and not frighten, pedestrians and horses.
>
> That persons intoxicated or under the age of 16 be barred from operating motor vehicles.
>
> That every owner or operator of a machine shall have equal rights upon the highways of the State, and no person or persons shall throw glass, nails, tacks or other obstruction upon the public highways traversed by automobiles, or unreasonably obstruct or impede such locomotion.[34]

The outstanding success of the Music Festival of 1909 quite naturally turned the minds of its sponsors and of the local music-loving public to Grand Opera. Indeed, during the Festival, Geraldine Farrar remarked to Victor Lamar Smith during the course of an automobile ride:

> "You have no idea how stiff and constrained an opera singer feels on the concert stage—in evening dress—singing, for example, the big aria from *Madame Butterfly*—no scenery, no acting—no chance to portray the character. Why don't you people have the opera—the Metropolitan Company?"[35]

Certainly the subsequent declaration of Ernest Goerlitz, of the administrative staff of the Metropolitan Opera House, that the festival was the most expensive and the most brilliant ever given in America of which he had ever known, gave weight to Miss Farrar's observation. Doubtless, it also served to tempt the directors of the Festival Association into serious consideration of Grand Opera in Atlanta for the 1910 season.[36]

It was a bold venture for a comparatively small southern city and one that even the most optimistic officials of the Met considered with extreme doubt. The company required a guarantee of more than $40,000, which was promptly raised by some 200 leading citizens and firms. Alterations to the recently completed city auditorium, necessary for the production of grand opera were undertaken. But music-loving Atlantans, joined by visitors from far and near, made the season a smashing success and surprised everyone with their genuine appreciation of the great music.[37]

A major attraction of the season was Caruso, who had never before sung in the South. Among the other outstanding operatic singers who performed during the engagement were Olive Fremstad, Louise Homer, Carl Jorn, Robert Blass, Geraldine Farrar, Riccardo Martin, Antonio Scotti, Giulio Rossi, Johanna Gadski, Pasquale Amato, Marie Mattfeld, Otto Goritz, Albert Reiss, Florence Wickham, Anna Case and Jane Noria. The newspapers cooperated handsomely with feature stories, pictures and interviews.[38]

Once in Atlanta, the individual members of the company were entertained at a round of breakfasts, luncheons, teas, dinners, suppers, balls and picnics. The opera was made a showplace for new toilettes, every morning paper carrying a detailed description of each costume shown to an admiring throng on the previous evening. The stars themselves were publicity conscious. Farrar consented to sing at the Federal Penitentiary; Caruso, Gadski, and Farrar were whirled around the speedway at Hapesville at 85 miles an hour by famous drivers; other members of the troupe showed themselves at the baseball games and endorsed eating places.[39]

The operatic bill of fare, beginning Monday, May 2nd, and extending at intervals through Saturday, May 7th, consisted, in the order named, of *Lohengrin,* conducted by Alfred Hertz; *Tosca,* conducted by Egisto Tango; *Aida,* Fernando Tanara, conductor; *Madame Butterfly,* Vittori Podesti, conductor; *Hansel und Gretel,* conducted by Hertz; and *Pagliacci,* Tango conducting.[40]

Caruso scored a great triumph as "Radames" in *Aida,* and as "Canio" in *Pagliacci.* Indeed, for his Atlanta debut in *Aida,* he sang to 7,042 persons, the largest audience he had ever faced. All of the performances aroused the greatest enthusiasm and drew visitors from far and near, including New Orleans, Baltimore and Havana. The total attendance for the five presentations was 27,000, producing gross receipts of $71,030.50, which led Metropolitan Manager Hirsch to say that "never before had the Metropolitan Opera Company sung to so many people or such an amount of money in one week, despite the fact that six or more performances are given in a week in New York."[41]

Although the 1910 opera season was an astonishing success, Met officials said "it is doubtful whether another season would prove financially successful," an opinion shared by the Music Festival Association which scheduled only four performances for 1911. Both were wrong and the 1911 season broke the previous year's record despite the fact that Caruso did not sing. Other stars of that year, however, who first appeared before an Atlanta audience were Emmy Destinn, Frances Alda, Leo Slezak, and the renowned conductor Arturo Toscanini.[42]

With the third successful season in 1912, annual performances of the Met passed from the experimental stage and became firmly established. That year a party of several members of the board of directors of the Met visited Atlanta, upon which occasion Otto Kahn, managing director and a chief backer of the company, said:

> "Grand opera for the South in Atlanta is an established institution now, and in the future anyone who wishes to hear grand opera as given by the Metropolitan Company in America must either go to New York or Atlanta for it. Our three seasons in Atlanta have been so successful that we are going to give opera in the future only in Atlanta and New York."[43]

Alma Gluck's only Atlanta appearances came in 1912, when she sang in *Faust* and *Rigoletto.* Social activities continued apace and the singers were taken to prize fights, baseball games and endless social functions. Farrar was entertained at a dress parade at Fort McPherson.

In 1913, the Met showed its appreciation of the enthusiasm shown in Atlanta by bringing the original cast of its newest production, Walter Damrosch's new English opera *Cyrano de Bergerac.* It was an honor for the city although the opera was not successful and later was dropped from the Met's repertoire. That year, also, William Henshaw, Met baritone, gave a free recital at St. Mark's Church.

Massenet's *Manon,* in which Caruso and Farrar sang together, was the highlight of the 1914 season, which also featured a well-balanced group of operas and a variety of singing talents comprising the largest number of great singers ever to assemble in Atlanta.

Opera came again in 1915 and 1916 with new records for attendance and receipts established each year. Two weeks before the opera season of 1917, the United States entered World War I, and for the first time since its beginning, opera and things operatic had a rival for news interest in Atlanta.

Virtually all of the opera presentations that year were punctuated with renditions of the national anthem and the patriotic demonstrations reached a mighty climax in the final performance, *Rigoletto.* Amid an incongruous sight of opera stars clad in the raiment of Italy of the middle ages, waving American flags, Caruso and a quartet stopped the show with the singing of the *Star Spangled Banner.*

At the close of the 1917 season it was announced the Met would return in 1918 "if conditions justify." Conditions did not justify a return, however, and it was the spring of 1919 before the company returned again for a series that continued until the crash of 1929.

After the crash the Met was not heard in Atlanta until 1940. The new series came to an end after three seasons when World War II temporarily interrupted the company's tours.

In 1947 the Met came back with a season of three performances that included Mozart's *Marriage of Figaro, Madame Butterfly* and *Aida.* Stars included Ezio Pinza, Bidu Sayao, John Brownlee, Salvatore Baccaloni, Dorothy Kirsten, Lucille Browning, Ferruccio Tagliovini, Kurt Baum, Thelma Votipka and Leonard Warren.

The following year the Met presented *La Boheme, Carmen, Lucia de Lammermoor,* and *Der Rosenkavalier.* Singing the leading roles in the four operas were Jussi Bjoerling, Licia Albanese, Eleanor Steber, Irene Jessner, Kurt Baum, Rise Stevens, Martial Singher, Lily Pons, James Melton and

Leonard Warren. The 1948 season also marked the first appearance of tenor John Garris, who, the following year, became the victim of a mysterious slaying that still puzzles the police.

In 1949, Verdi's *Othello,* Thomas' *Mignon,* Verdi's *La Traviata* and Donizetti's *L'Elisir d' Amore* were presented by such singers as Ramon Vinay, Licia Albanese, Rise Stevens, Patrice Munsel, Dorothy Kirsten, Charles Kullman, Robert Merrill and others.[44]

Grand opera in Atlanta has not only been a boon to music lovers through the years, but has also greatly enhanced the cultural standing of the city, both in this country and abroad.

Many old citizens laid down their burden during 1910 and departed the land of the living. Among them were Frank M. Potts, a native of Troup County, wholesale liquor dealer and president of the Homossassa Fishing Club; John J. Doonan, a son of pioneer citizen Terrence Doonan, Confederate soldier and long-time freight accountant for the Georgia Railroad; John Calvin Reed, an 1854 graduate of Princeton, Confederate veteran, a leader in the Ku Klux Klan from 1868 to 1871, lawyer and writer—author of *The Brother's War;* William Jasper Franklin, 61, a quaint character, previously mentioned and known as "Franklin the Goat Man," born of Irish parentage in Elberton, Georgia; Samuel P. Marbut, of a pioneer Lithonia District family, and for the last ten years custodian of the Fulton County courthouse; Richard A. "Uncle Dick" Saye, a resident since 1853, and since 1857 locomotive pilot builder for the W. & A. R. R.; Dr. James B. Hawthorne, died in Richmond, Virginia, noted divine and pastor of Atlanta's First Baptist Church from 1884 to 1896, a gifted lecturer and orator; David W. Connally, Campbellton Road farmer, valiant Confederate soldier and a brother of Dr. E. L. Connally; Dr. Joseph H. Green, a leading Decatur physician for 28 years; Laurent De Give, native of Belgium, a graduate of the University of Liege, Belgian consul in Atlanta for over 40 years, builder of two famous Atlanta opera houses, and founder of a well-known local family; John C. Rogers, a native of Coweta County and a pioneer merchant; William Posey Barge, member of an old Campbell County family founded by his grandfather, Richmond Barge; Dr. Jeremiah Otis Gilbert, dentist, member of a pioneer family, brother of Dr. W. L., son of Jeremiah Silas and grandson of Dr. William Gilbert; Samuel P. Richards, diarist, bookseller and founder, with his late brother Jabez J., of the S. P. Richards Paper Company; Colonel Edward Young Clarke, Confederate officer, journalist, onetime part owner of the *Constitution* and author of the first published (1877) history of Atlanta; John W. Collier, born in Decatur, son of Judge John Collier, early Atlanta amateur baseball player and long a city employee; Dr. Tomlinson Fort Brewster, physician, legislator and superintendent of Grady Hospital for the past 14 years; Colonel L. P. Thomas, forty-niner, Colonel of the 42nd Georgia Regiment, C.S.A., chief of police, city councilman and Fulton County sheriff; Edward Lycett, Sr., English-born and trained ceramics artist and china painter.[45]

Others were Martin Nally, pioneer Irish-born citizen, volunteer fireman and Hibernian Benevolent Society member; Major Thomas H. Williams, soldier, merchant and a younger brother of post-bellum mayor James E. Williams; Captain William W. Draper, native of Spartanburg County, South Carolina, Confederate soldier, wholesale dry goods merchant, former city councilman and father of several children including Jesse Draper, of Atlanta; Dr. Rufus M. Rose, born in Willimantic, Connecticut, druggist, physician and wholesale liquor dealer, noted for integrity and square dealing; Dr. Abner Wellborn Calhoun, nationally known eye, ear and throat specialist, previously mentioned; William R. McClelland, president J. M. High Company, born in Henry County and reared at Stone Mountain; Julius L. Brown, eldest son of the late Governor Joseph E. Brown, noted railroad lawyer, high-ranking Mason, world traveler, curio and book collector, owner of one of the finest libraries in the South; Captain Moses Liddell Brown, of near Decatur, a native of Gwinnett County, Confederate soldier and a cultured, courtly gentleman of the old school; Samuel F. Parrott, president Atlanta Compress Company, co-receiver A., B. & A. Railroad, and part owner of the Piedmont Hotel; ex-Governor and Congressman Allen D. Candler, died in Atlanta, but long a resident of Gainesville, Georgia; James L. Dickey, Sr., a native of Fannin County, former general freight agent of the W. & A. R. R., an authority on railroad traffic matters and an extensive Atlanta realty owner; Frank A. Hilburn, prominent undertaker, city councilman and former Fulton County coroner; Hugh Theodore Inman, native East Tennessean, capitalist, one of Atlanta's wealthiest citizens, former councilman and alderman, brother of Samuel M. Inman and father of Mrs. John W. Grant, Mrs. Hugh Richardson and Edward H. Inman; S. Mays Ball, native of Montgomery, Alabama, newspaper man, writer and critic, well known in Atlanta's social life; Major John F. Hanson, president of the Central of Georgia Railroad; Captain W. M. Francis, a popular, handsome and long-time conductor on the Southern Railway between Atlanta and Charlotte; Captain George J. Dallas, native of Staunton, Virginia, Quartermaster Captain, C.S.A., clothier, and a pioneer West End real estate man; William L. Jones, known as "Detective Bill Jones" and as "the Swamp Fox," noted local peace officer, a member of Atlanta's first detective department and well-known private detective; Captain David G. Wylie, railroad man and Atlanta's commissioner of public works from 1894 to 1901, and William Erskine, born in Hunter, New York, a member of the old volunteer fire department and a pioneer Whitehall Street linen merchant.[46]

During the early morning hours of Friday, October 21, 1910, Charles Dougherty Hill, the brilliant solicitor-general of the Fulton County Superior Court since 1884, when it was still part of the Stone Mountain Circuit, passed into life eternal.

He was born in Troup County in 1852, the second son of Benjamin Harvey and Caroline Hope Hill. Before graduating in law from the State University in 1871, he was married to Miss Carrie Hughes, who preceded him in death by some three years. Beginning practice in Athens, he was soon elected solicitor of the city court there. In 1876 he moved to Atlanta, where he practiced until 1879. From then until his father's death in 1882, he managed the family farm, "Beach Grove," but returned to Atlanta during the latter year. Two years later he succeeded his older brother, Benjamin H. Hill, Jr., as solicitor-general.

Mr. Hill soon established a reputation for brilliant ability as a criminal prosecutor. He was endowed with a remarkable memory and seldom resorted to written notes. "Charlie" Hill was identified with many celebrated murder trials, including the famous Will Myers case. His jury speeches on these occasions were invariably masterpieces of forensic eloquence, and when word went out that "Charlie" Hill was about to make his closing speech to a jury, the courtroom was always crowded to overflowing in a few minutes.[47]

Said the *Atlanta Journal,* editorially, on the day of his death:

"There has passed in the death of Charles D. Hill one of the most gifted lawyers and lovable gentleman that Georgia ever knew. The shadow that falls most heavily today upon Atlanta, the city of his home, stretches through all the state and wraps thousands of hearts in grief. His death is a sore loss to the community to which he gave such golden citizenship and public service; it is a personal bereavement to every man who has known him and the rich blessing of his friendship.

"Surely there was never a nobler son of a noble sire than Solicitor-General Hill. He bore brilliantly the stamp of his father's genius. Indeed, in intellectual power and grace he was considered by many who knew both father and son to be the peer of the great senator. When the younger Pitt made his first address in Parliament, swaying the house with his eloquence, one venerable statesman turned to a comrade and cried, almost in tears: 'The boy is not simply a chip off the old block, he is the old block itself.' With equal truth this might be said of the good Georgian who has just gone. Reared under different circumstances and living in an epoch that demanded and developed different qualities from those that shone in the later 'sixties', his career was naturally different in details from that of Benjamin Hill. Yet, the same fire of oratory burnt upon his speech, and the same mastery of reason ruled in his mind.

"Solicitor-General Hill upheld the best and brightest of the old traditions of the lawyer. His speeches to the jury were not appeals to passion, but they gripped the heart. His knowledge of the law was thorough and sound and to this he added the luminous charm that comes with long and intimate touch with the realms of literature.

"When all is said, however, it was as a man among men that he was greatest. His continual flow of sparkling but kindly humor, his never failing geniality, his staunchness in friendship, his human richness and his devotion to all those things that make the world sunnier—by these he endeared himself to his generation as by his talent he served it."[48]

Mr. Hill left one son, Harvey, like his father and grandfather, a counselor at law.

As solicitor-general, succeeding Mr. Hill, Governor Brown appointed Hugh M. Dorsey, of Atlanta, destined to gain a national reputation for the conviction of Leo M. Frank three years later. It is interesting to speculate how Charles Dougherty Hill might have handled this celebrated case had he been spared a few years longer.

NOTES CHAPTER 88

[1] U. S. Census, 1910.
[2] Cooper, *The Story of Georgia,* III, 420.
[3] *Ibid.,* 421.
[4] *Ibid.*
[5] *City Directory,* 1910.
[6] *Ibid.*
[7] Record, Postmasters, Fulton County; *Atlanta Journal,* May 11, 1924.
[8] W. T. Wilson, C.E., Map of Greater Atlanta, 1912.
[9] *Atlanta Journal,* Jan. 1, 1910.
[10] *Ga. Laws,* 1908, p. 407; Wilson, Greater Atlanta Map, 1912.

[11] Records, City Planning Commission.

[12] Cooper, *Fulton County,* 306.

[13] *Atlanta Journal,* Feb. 16, 1910.

[14] Lucian Lamar Knight, *History of Fulton County, Georgia* (Atlanta, 1930), 178.

[15] Luke Greene, "Romance of Atlanta's Old City Hall Site," *Atlanta Constitution,* Feb. 5, 1939.

[16] Quoted, *Ibid.*

[17] Cooper, *Fulton County,* 669.

[18] *Ibid.*

[19] *Atlanta Journal,* May 22, 1910.

[20] Still standing, 1953, and used as a kindergarten in connection with the Rivers School.

[21] *Atlanta Journal,* Apr. 4, 1910.

[22] *Ibid.,* Apr. 5, 1910.

[23] *Ibid.,* Sept. 25, 1910.

[24] *Ibid.,* Dec. 1, 1910.

[25] *Ibid.*

[26] *Ibid.*

[27] *Ibid.,* Nov. 21, 1911.

[28] *Ibid.,* Apr. 6, May 7, May 16, May 21, 1913.

[29] *Ibid.,* Feb. 6, 1910.

[30] *Ibid.,* Feb. 18, 1910.

[31] *Ibid.,* May 1, 1910.

[32] *Ibid.,* Oct. 21, 1910.

[33] *Ibid.,* Oct. 31, 1910.

[34] *Ga. Laws,* 1910, p. 90.

[35] T. Elden Burton, "Music Festival of 1909," *loc. cit.,* 202.

[36] *Ibid.*

[37] T. Elden Burton, "The Metropolitan Opera in Atlanta," *A.H.B.,* XX (Jan. 1940), 37.

[38] *Ibid.,* 37-43.

[39] *Ibid.,* 38.

[40] *Ibid.,* 41-43.

[41] *Ibid.,* 39-40.

[42] *Ibid.,* 43; *Atlanta Constitution,* Apr. 23, 1950.

[43] Burton, "Metropolitan Opera in Atlanta," *loc. cit.,* 48.

[44] *Atlanta Constitution,* Apr. 23, 1950.

[45] "Garrett's Necrology."

[46] *Ibid.*

[47] *Alanta Journal,* Oct. 21, 1910.

[48] *Ibid.*

CHAPTER 89

1911

AFTER a highly successful and progressive term as mayor during 1909 and 1910, Robert F. Maddox, it will be remembered, did not choose to run for the 1911-1912 term, though the legislature had made it possible for him to succeed himself.

Two candidates entered the field for the election of October, 1910, Courtland S. Winn, attorney-at-law, and durable and persistent James G. Woodward.

When the votes were counted on October 22nd, Winn was the winner by 7,260 to 3,930 for Woodward. Indeed, Winn carried every ward but the Fifth, losing that by a considerable majority. Woodward's home ward, the Third, gave Winn a majority of 17 votes.[1]

The new mayor, 47 years old, was born in Lawrenceville, Georgia, member of a pioneer Gwinnett County family, and son of Judge Samuel J. Winn. After attending Emory College he returned home, taught school, and read law in his father's office. At the age of 21, in 1884, he was elected mayor of Lawrenceville, serving two terms. While so engaged, he married Miss Fannie Thomas, daughter of Colonel Lovick P. Thomas, of Atlanta. In 1888 the young couple moved to Atlanta, where Mr. Winn had since engaged in the practice of law. He had served in council and as vice-president of the board of education.[2]

The fact that for the first time four important city hall offices were to be filled by popular vote, caused an unusual interest to center in the primary. The voters seemed to desire a "house cleaning" at the city hall, and accordingly voted out of office several of those who had headed departments for years.

City Marshal Robert E. Riley was beaten by James M. Fuller, custodian of the Masonic Temple. City Tax Collector Edwin T. Payne lost out to Edwin E. Williams, a wholesale produce merchant. Press Huddleston, deputy city clerk and candidate for city clerk, was beaten by Walter Taylor, who also defeated another candidate, J. Stovall Smith.[3]

In the contest for the office of chief of construction one "in" was ousted by another "in." Captain R. M. Clayton, city engineer, defeated Henry L. Collier, commissioner of public works. The offices of city engineer and commissioner of public works were consolidated on January 1, 1911, under the name of "Chief of Construction." Captain Clayton, incidentally, carried every ward in the city.[4]

In a runover race on November 8th, Judge Nash R. Broyles, incumbent city recorder, defeated his opponent, Malvern Hill, by a majority of 262 votes. The runover also resulted in the election of Robert C. Turner to the post of city electrician.[5] Carl E. Hurst, formerly of Alonzo Richardson & Company, certified public accountants, became the first holder of the new office of city auditor.[6]

New members of council, taking office with Mayor Winn, were A. L. Curtis, alderman, First Ward; J. B. Everett, produce dealer, alderman, Fourth Ward. The new councilmen were:

Sixth Ward, James R. Nutting, life insurance.
Seventh Ward, James H. Andrews, merchandise broker.[7]

Heads of the various city boards during 1911 were: health, William L. Gilbert, M.D., president; police commissioners, Carlos H. Mason, chairman;

water commissioners, Frank G. Lake, president; park commissioners, George F. Eubanks, president; fire masters, J. C. Harrison, chairman; education, Eugene M. Mitchell, chairman.[8]

The Fulton County Board of Commissioners welcomed two new members in 1911 to succeed E. V. Carter and Forrest Adair, whose terms had expired. They were Shelby Smith, a real estate man, and Tull C. Waters, of South Bend District, a locomotive engineer on the Southern Railway. Mr. Waters, a member of the commission through 1914, later studied law and opened an office in the Hurt Building. He continued, however, as an engineer, dividing his time between the cab of the "Royal Palm" and his law office.[9]

Among the progressive accomplishments of the Winn administration was the erection of the Bellwood Avenue bridge, thereby eliminating a hazardous railroad grade crossing where, through the years, many fatal accidents had occurred. The local school teachers were given a substantial and sorely needed salary raise, and a modern incinerating plant or crematory was completed. This plant was an important factor in averting a serious health menace, in that it eliminated some 35 or 40 dumping grounds in various sections of the city.[10]

On August 11, 1911, the board of police commissioners met to elect a new police chief to succeed Henry Jennings, who had retired on pension. The two leading candidates were Captain James L. Beavers and Assistant Chief Ewell L. Jett. After much discussion Beavers was appointed, though Councilman W. G. Humphrey held out to the bitter end for Jett.[11]

The new chief was born in a hewed-log house in Clayton County in 1866. In 1887 he came to Atlanta and opened a retail grocery on West Mitchell Street. Two years later, on January 26, 1889, Beavers joined the police as a patrolman, being promoted later to sergeant and finally to captain.

Chief Beavers soon indicated the policy of his administration—aggressive attacks on commercialized vice. Organized prostitution became a prime target for 1912. This activity then centered in a row of two-story brick tenements on Mechanic Street, an out-of-the-way little street in the shadow of the gas tanks and city incinerator, between Magnolia and Rhodes streets. Here, presided over by ten madams,[12] the world's "oldest profession" flourished in a businesslike and fairly orderly fashion.

The Chief gave the denizens of Mechanic Street, and Hulsey Street, just around the corner, five days to "get out." Most of them departed, but those who didn't were jailed by Beavers' flying squads, and soon the city was allegedly free of organized prostitution.

This formerly unheard-of exercise of public power brought Beavers the approval of the city's best citizenship, but, as in every public condition, there were interests that had not been consulted. For this reason the long career of James L. Beavers as police chief was destined to be a checkered one.[13]

The progress of Atlanta during 1911 was marked, as in former years, by new buildings and new developments. The Atlanta Theater at Exchange Place and Edgewood Avenue was built by Joel Hurt for Klaw & Erlanger, and took its place along with the recently constructed Forsyth Theater, at Luckie and Forsyth streets, as a leading local playhouse.[14]

The Tuxedo Park Company announced great new developments for Pace's Ferry Road in May; the new post office and Federal Building at Forsyth and Walton streets, and the Georgian Terrace Hotel were completed in October;[15] William T. Healey announced plans for the Healey Building on November 12th, and the Capital City Club opened its new home at Peachtree and Harris streets in mid-December.

The Pace's Ferry-Tuxedo Road development was heralded by the *Journal* on May 14th, preparatory to an auction sale of residential lots on the 20th:

"The release by the Dickey estate of 303 acres of property facing on Pace's Ferry Road, opens to the public what is probably the most ideal building site in the territory of North Atlanta, or, for that matter, in the south.

"A beautiful roadway cherted and practically free from dust, an elevation that insures cool afternoons and evenings throughout hot summer months and a splendid rolling tract in which cool woods and the fragrant scent of pines invite the home-builders to tarry.

"These, briefly put, are the attractions that have brought to Pace's Ferry Road some of the most prominent families of Atlanta. The natural advantages of the location, coupled with the fact that old Pace's Ferry Road was the chief highway north of Atlanta during the days of the Indians, have given it a charm that no other road around Atlanta possesses.

"Already the colony along Pace's Ferry Road is accorded first place in suburban development around Atlanta. With the improvements projected by private owners and those already begun by the Tuxedo Park Company Atlanta can, in the course of a year, lay claim to an unrivaled picture highway—a road beautiful among all the roads of the south.

"The lots to be sold at auction on next Saturday are limited in number in order that each purchaser may have a maximum amount of room. These lots, which comprise the entire frontage held by the Tuxedo Park Company, average 250 feet in width and from 700 to 1500 feet in depth. Under such conditions no builder would be tempted to erect his home nearer than 400 feet from the street, and, in fact, the natural building sites on all these lots lie approximately this far from the roadway.

"The future of Pace's Ferry Road in the light of present and projected development is as firmly fixed as that of Peachtree. The experimental period is passed and the quality of the homes now going up, together with the general tone of the neighborhood, leaves nothing to be desired by the purchaser at the sale on next Saturday.

"The Pace's Ferry Road frontage, running 2150 feet west of the new Maddox home [on the north side of the road], comprises the bulk of the property to be offered. This frontage has been parked to a depth of 1500 feet by the Tuxedo Park Company, preliminary to the first sale, and as the first step in the development of the bulk of the property lying north of Pace's Ferry Road. Beautiful driveways have been surveyed through Tuxedo Park, winding along by an enchanting stream and through attractive woods where splendid beeches are seen to right and left.

"These drives will connect with Power's Ferry Road to the north, and when completed will offer the motorist the most picturesque road in the vicinity of Atlanta."

The Georgian Terrace Hotel, a symbol of the northward expansion of Atlanta, was built by Joseph F. Gatins, a native Atlantan, son of pioneer citizen Joseph Gatins and a brother of Mrs. John E. Murphy. It was thrown open to public inspection on Monday, October 2, 1911. Commented the *Journal* on that occasion:

"Atlantans went by the thousands Monday evening to the formal opening of the new Georgian Terrace Hotel, that rears its magnificent ten stories on the corner of Peachtree and Ponce de Leon. Probably 5000 people called between the hours of 8 and 11 to gain a first glimpse of the beautiful interior—the outside had already been admired for months.

"Finished in the most exquisite style of any hotel in the south is this half-million-dollar acquisition of Atlanta. The white walls, the marble columns, the mural decorations, the gorgeously colored hangings and finishings create an impression of splendor that wins the hearts of all visitors. . . .

"A Spanish orchestra in costume was situated between the dining room and cafe, and its music filled the rooms and mingled with the bright conversation of the happy visitors. . . ."

Said William F. Parkhurst, publicity agent for the hotel:

". . . Fully 5000 people from all walks of life mingled in the gay throng seen in the various restaurants and the several gardens for winter and summer diners. The lobby was a mass of beautifully dressed women, and all took advantage of this opportunity to go through the magnificent suites of apartments. Society folks, preachers, lawyers and doctors, and all classes of society were represented. On all sides were heard expressions of approval for the quaint orchestra from Spain, in costume and for the liveried white bell boys and maids on duty, and the general appearance of an up-to-date Fifth Avenue 'hotel beautiful,' which was exemplified last night at the Georgian Terrace. This hotel marks a distinct step forward in southern hoteldom and is truly, as we expressed in our advertisements 'a Parisian hotel on a noted boulevard in a metropolitan city.' "[16]

The new home of the Capital City Club, at Peachtree and Harris streets, long the site of the little white cottage of Mrs. Mary E. Duncan, was opened with an informal reception on Saturday afternoon, December 17, 1911, at which time the entire building, from grill to roof garden, was inspected by a large throng of visitors. The new building was erected under the supervision of a building committee of members, composed of John E. Murphy, Chairman; Dr. W. S. Elkin, John W. Grant, J. Carroll Payne, Thomas Egleston, Edward C. Peters and Jack J. Spalding.[17]

The famous "Good Will" tour of Atlanta's Gate City Guard to Boston and other northern cities, in 1879, had colorful results at Piedmont Park 32 years later. For, on Tuesday, October 10, 1911, Sculptor Allen G. Newman's Peace Monument was unveiled just inside the 14th Street entrance to the park. Suggested by Colonel Joseph F. Burke, on the occasion of the northern tour, the monument represents the angel of peace holding an olive branch and announcing to a Confederate soldier who is about to fire, that peace is proclaimed.[18]

The afternoon unveiling ceremony was preceded during the morning by a gigantic and colorful military parade, which moved through the downtown area and thence out Peachtree to 14th Street and to the park. Many notables were in line, including Grand Marshal, Colonel J. F. Burke, commander of the Gate City Guard, and the persons largely responsible for the peace celebration, General A. L. Mills, U.S.A., commander of the Department of the Gulf, and reviewing officer of the parade; Mrs. Matthew T. Scott, president general of the Daughters of the American Revoultion; Governor Simeon E. Baldwin, of Connecticut, the mayors of Philadelphia, Hartford, Baltimore, and Atlanta, members of the city council of Philadelphia and many others. Governor Hoke Smith, of Georgia, was prevented from attending by a death in the family.

Though the day was wet and drizzly, fully 4000 troops, including many famous units from the north participated in the parade, which was viewed by some 50,000 to 75,000 Atlantans.[19]

The actual unveiling took place in a dreary downpour, but neither the bleak sky nor the falling rain dulled the intense enthusiasm of the onlookers. Commented the *Journal*:

> "At the boom of a signal gun the bands ceased to play and the great crowd stood silent. Misses Catherine Erwin and Gladys Byrd, assisted by Misses Dorothy Arkwright, Nina Hansell, Alice Orme, Eloise Robinson, Frances Winship and Miriam Clarke, tugged for a brief second at the cord which held the veil, and it fell with a flutter to the ground, amid a breathless silence.
>
> "Resounding cheers were interrupted by the appearance of Colonel J. F. Burke, who presented the monument to the people of Atlanta, and introduced the sculptor, Allen G. Newman, of New York. The monument was dedicated by Governor Simeon E. Baldwin, of Connecticut, and General Clifford L. Anderson, of Atlanta, representing Governor Hoke Smith.
>
> "At a given signal, the assembled bands, among them some of the finest in the United States, played *America,* and followed it with *Dixie* and *The Star Spangled Banner.*
>
> "At the conclusion of the unveiling ceremony, a battery of field artillery fired the national salute."[20]

Old landmarks continued to make way for progress in the Atlanta of 1911. The two-story brick residence of the late Congressman Nathaniel J. Hammond, on the west side of Peachtree between Cain and Harris streets, and situated between the residences of the late Er Lawshe, on the south, and Hugh T. Inman, on the north, was razed in April by the Hammond Land Company. The home was built about 1871, replacing an ante-bellum cottage, occupied originally by Colonel Hammond, and moved to the rear of the lot on Spring Street. Downtown Peachtree Street was fast giving way to business.[21]

Plans for the construction of the present Fulton County Courthouse had been under way since 1907, but it was not until the summer of 1911 that the old structure, dating from 1881, was torn down to make way for the new. In commenting upon the old building, and particularly the faithful old clock in a tower at the northeast corner of the structure, the *Journal* said, on July 9th:

> "The dismantlement of the old Fulton County courthouse, complacently viewed by this community as a cheerful and gratifying evidence of progress, means dreary tragedy to one faithful servant who has been on duty night and day for more than a generation and whose labors Atlanta is now about to reward by casting him homeless and friendless upon the cold world.
>
> "The face and voice of this old servant are known to practically every man, woman and child in the city, and many have learned to place in him such confidence that they consult his advice in performing all the common duties of the day. To more than one he has been a friend in need, sounding, unasked, a note of warning at some critical moment when delay meant difficulty.
>
> "It is scarcely a figure of speech to use the human pronoun in connection with the old town clock, for it has a very real personality and the state-

ment that the clock is about to be turned friendless out of doors with no new home in sight is nothing but the blunt truth.

"Today the clock is in the tower, faithfully counting off the minutes and telling the hours, while the very structure of the tower is being torn from beneath its feet, or hands, so to speak. It will stick to its post to the last, like some old captain standing at the wheel while the waves engulf his ship. Pity perhaps, for sentiment's sake that the clock cannot share the fate of the building, but the practical fact that it is worth several thousand dollars prevents. It is too valuable to throw away, yet seemingly nobody wants it.

"The new courthouse will have no clock tower, and the county commissioners, finding it useless on their hands, yet not wishing to deprive the city of an old and useful landmark by selling it to some distant community, offered it as a gracious gift to the city council, making no condition save that council would install it in one of the towers of the new city hall.

"It was a long time ago that the commission offered it—possibly two months, certainly more than one month—but the city hasn't accepted it. Hasn't even seemed to take any interest in the offer. So if any other Georgia town wants a good clock, very cheap, a letter addressed to the Fulton County board of commissioners might lead to an offer.

"It's a good clock and it seems to be going begging."

For three days in 1911 Atlanta probably entertained more distinguished guests than at any time, before or since, in her history. The occasion was the Southern Commercial Congress, which met at the auditorium—armory on Wednesday, Thursday and Friday, March 8th, 9th and 10th. Indeed, for one 24-hour period, from Thursday forenoon to Friday forenoon, the immediate past president of the United States, the incumbent president, and his successor were guests of the city. Colonel Theodore Roosevelt arrived Thursday forenoon, Governor Woodrow Wilson, of New Jersey, Thursday afternoon, and President Taft, Friday morning. But for the fact that Colonel Roosevelt left for Jackson, Mississippi, late Thursday night, all would have been in the city at the same time. All appeared upon the program of the Commercial Congress, Roosevelt on Thursday evening, his subject being "The South's Obligation in Statesmanship and Business Endeavor;" Wilson and Taft on Friday evening. All three were guests of the Piedmont Hotel and were entertained separately at both the Capital City and Piedmont Driving Clubs.[22]

President Taft arrived from Washington via the Southern Railway aboard a special train running as "First No. 29," pulled by Pacific-type locomotive No. 1314, one of the road's newest, with John W. Eskew at the throttle from Greenville to Atlanta. With reference to the President's arrival, the *Journal* said on March 10th:

"The arrival of President Taft Friday morning at 11 o'clock was attended by all the spectacular formal dignity, and by all the popular acclamation that became the occasion—the welcome of the president of the United States, come to the heart of the South on an official visit.

"The circumstances surrounding President Taft's coming were strikingly different from those which marked the arrival of Citizen Roosevelt Thursday. The latter came vociferously welcomed, but with his slouch hat on his head, and very little formality either in the manner of his arrival or in the reception which awaited him.

"But the Hon. William Howard Taft came as the president of the United States. His descent from his private car was thoroughly impressive. He was preceded from the car by Col. Fred J. Paxon and Brooks Morgan as the official [Chamber of Commerce] hosts, and by Governor Brown. By his side stood his military aide, Captain Archibald Butt, resplendent in gold braid. Close at his elbow was Lucien C. Wheeler, chief of the secret service men. Charles Dyer Norton, his secretary, was another of the party.

"Scarcely had the chief magistrate of the nation set foot on Georgia soil when the cannon on the plaza began to boom in the presidential salute.

"In all the open square before the Terminal station, a sea of humanity surged and pressed toward the side driveway to catch a glimpse of the great man as the procession formed.

"The state and local military and a detachment of the Atlanta police were drawn up at dress parade, holding the crowd back as the automobile procession formed. Prominent among the military organizations were the Fifth regiment, N.G.G., with Gen. Clifford Anderson and Colonel [E. E., later Judge] Pomeroy in command, the Marist cadets and those of the Georgia Military Academy.

"Photographers were admitted within the lines, and half a hundred shutters were snapped in the direction of the presidential auto. . . .

"Soon the procession started down Mitchell to Whitehall to Edgewood Avenue to the auditorium-armory. The crowd was perhaps the largest ever assembled on Atlanta's streets. Along the whole line of march the pavements were packed and jammed until pedestrian movement was practically impossible. Business was suspended along the line of march. Every window on the upper floors of the big department stores and smaller business houses along the route was filled with smiling faces, waving handkerchiefs and motioning arms. As the procession reached Five Points,[23] people were observed on neighboring housetops. The decoration of Atlanta's public buildings and leading mercantile houses showed to splendid advantage. The sun was shining brightly. It was a fete day.

"At the auditorium-armory, President Taft was first escorted by a side door to Taft Hall, which was practically empty. Then the party entered the auditorium and proceeded, amid rousing cheers and waving flags, to the immense stage, where the President took the chair of the Southern Commercial Congress for an hour.

"The autos in the procession which escorted the President to the auditorium were occupied as follows:

"First Auto—President Taft, Governor Brown, Secretary Norton, John M. Parker, Capt. Butt.

"Second Auto—Secret service men (Wheeler walked beside the presidential car).

"Third Auto—Mayor Courtland S. Winn, Edwin L. Quarles and others.

"Fourth Auto—Secretary of War Dickinson, W. W. Finley, F. J. Paxon, Brooks Morgan.

"Fifth Auto—John Hays Hammond, John E. Murphy, J. H. Nunnally.

"Sixth Auto—G. Grosvenor Dawe, Robert F. Maddox, Gen. C. L. Anderson.

"Seventh Auto—Dr. Clarence J. Owens, Mell R. Wilkinson, Henry S. Jackson, Asa G. Candler.

"Others followed, among them cars containing the large Augusta delegation.

"At 12:30 P.M., President Taft was escorted by Brooks Morgan to the Capital City Club for luncheon. At 1:45 he was escorted by Steve R. Johnston, Colonel J. V. Nash and Dr. A. H. Van Dyke to the governor's mansion, where a reception was held in honor of the president and the visiting governors. Gov. Cole L. Blease, of South Carolina, arrived by the way, Friday morning.

"After a rest at the Piedmont Hotel, President Taft, will, at 4 o'clock, go to the Central Avenue Methodist Church[24] to address the negroes of Atlanta. At 6 P.M., he will be entertained at dinner at the Driving Club. At 8:30 he will deliver his address on 'A Greater Nation Through a Greater South,' at the auditorium-armory. The public is invited.

"President Taft leaves at midnight for Augusta."

Other speakers appearing with the President on Friday evening were, with their subjects:

"Electricity and the South"—George Westinghouse, Pittsburgh, Pennsylvania.

"The South's Educational Obligation"—Dr. Henry S. Hartzog, Secretary, Arkansas Education Commission, Little Rock.

"The Citizens and the State"—Hon. Woodrow Wilson, Governor of New Jersey.

"The Enforcement of Law in the South"—Hon. J. M. Dickinson, Secretary of War, Washington, D. C.

America—Sung by the entire convention. Benediction—Dr. Lincoln Hulley, President, John B. Stetson University, DeLand, Florida.[25]

In commenting editorially upon the meeting, the *Journal* said, on March 8th:

"Atlanta is honored and fortunate in being the host of a convention so important as that of the Southern Commercial Congress. For several days to come this city will be a center of national, if not world-wide interest, for in the sessions that began Wednesday morning at the auditorium there are being generated ideas and forces that will make a greater America as well as a greater South.

"Indeed, the influence of this Congress will sweep far beyond any city or state or section. Its purpose is the awakening of the South in order that she may reach speedily her destined place of national leadership and contribute more richly than ever to the wealth and progress of the Union.

"Perhaps it would be truer to say that the purpose of this Congress is to bring organization into a renaissance that has already begun. For there can be no doubt that within the past decade or two the South has wakened to the vast treasure that lies in her soil and forests and streams and hills and harbors. Her cities are leading the nation in their rate of growth. Under advanced methods of agriculture, her harvests are becoming more abundant. Her industries are multiplying. Each year her resources are attracting larger volumes of capital. Her people are thinking in terms of the broadest Americanism. . . ."

During the same year the Southern Commercial Congress was focusing national attention upon Atlanta, the Bank of Georgia, now headed by Joseph E. Birnie, was founded as the Atlanta Loan & Savings Company by W. Woods

White, General Agent of the Northwestern Mutual Life Insurance Company. Original officers of the firm, then located at 533 Candler Building, were Mr. White, president; Thomas R. Sawtell, vice-president; Victor H. Kriegshaber, 2nd vice-president, and J. W. Howard, secretary-treasurer.[26]

For the first several years of its existence, the Atlanta Loan & Savings Company specialized in "small loans." In 1918 larger quarters were secured in the rotunda of the Healey Building. In 1921, still headed by Woods White, the company became known as the Morris Plan Company of Atlanta. Two years later another move was made, this time to 98 North Pryor Street, across from the Marion Hotel.[27]

Founder White, a sterling citizen, died in December, 1927, and was succeeded in the presidency by Vice-President T. R. Sawtell. Mr. White, son of Dr. William H. White, a pioneer Atlantan, was born in Iowa City, Iowa, in 1857, and moved with his family to Atlanta in 1868. After graduation from the University of Illinois he became affiliated with Northwestern Mutual, resigning only a few years before his death to devote full time to the Morris Plan Company. For many years he lived with his family in College Park, serving for 15 years as mayor of the town.[28]

In 1931, George Winship succeeded Mr. Sawtell as president of the bank, then called the Morris Plan Company of Georgia and specializing in both loans and savings accounts. At the same time C. Theodore Greer, long associated with the firm, became executive vice-president, a position he still holds. In 1936 the bank moved to its present location, 34 Peachtree Street, a site formerly occupied by the Alamo No. 1, a relatively small movie house, where a boy with a nickle could gain admission and enjoy westerns, serials and slapstick comedies, and where the picture but not the audience was silent. Joseph E. Birnie, vice-president since 1938, became president of the bank in 1941, which some five years later became the Bank of Georgia.[29] Today, with resources of nearly $18,000,000, the Bank of Georgia, in greatly enlarged quarters and with strategically located branches, does a general personal and commercial banking business.[30]

An Atlanta social landmark was established in 1911 when the first Debutante Club was organized. During the several preceding years a number of Atlanta girls had made individual debuts, though they were not organized as a club.[31]

Officers of the first Debutante Club were: Miss Mignon McCarty (Mrs. Brooks Morgan), president; Miss Passie May Ottley (Mrs. George W. McCarty), vice-president; Miss Mary Helen Moody (Mrs. Clarence Knowles), treasurer, and Miss Harriet Calhoun (Mrs. W. Stuart Witham), secretary. They were elected at a meeting of the Club held Friday, December 1, 1911.[32]

The first occasion upon which all of the debutantes were entertained was described by the *Journal* on October 29, 1911:

> "A beautiful event of last evening [Saturday] was the dinner dance at the Piedmont Driving Club, which was the first formal dance of the season and which was given as a special compliment to the debutantes, all of whom were entertained at dinner parties.
>
> "The tables were arranged in the dining room and in the New York room, each one decorated with a crystal vase filled with pink and white carnations and asparagus ferns and fairy lamps in the shape of pink roses, pink and white bonbons completing the pretty color effect.

"A particularly lovely table was that at which Miss Emily Winship was the honor guest, the hosts of the party being Mr. George Calhoun Walters, the vice-president of the [Driving] Club, and Mrs. Walters. . . .

"Miss Winship's gown, a becoming creation in yellow charmeuse veiled with chiffon, was in delightful harmony with the flowers used, and Mrs. Walters was lovely, wearing a gown of white lace over white satin.

"Mr. and Mrs. Walters' guests were Miss Bessie Jones, Miss Mignon McCarty, Miss Sarah Rawson, Miss Annie Lee McKenzie, Miss Helen Jones, Miss Laura Ansley, Mr. Tom Lyon, Mr. Fred Hoyt, Mr. Robert Woodruff, Mr. Eugene Haynes, Mr. Remsen King, Mr. A. D. Nininger, Mr. Edward Alfriend.

"Mr. and Mrs. George Howard entertained in honor of their nice, Miss Caroline Muse, one of the season's debutantes, their guests including, besides Miss Muse, Miss Maitland Marshall, of Washington, D. C.; Miss Nancy Hill Hopkins, another attractive debutante; Mr. Milton Dargan, Jr., Mr. Dugas McClesky and Mr. Harrison Jones.

"Miss Anne Orme was the lovely debutante in a party which included Miss Mary Cooper, Miss Frances Nunnally, Miss Margaret Disosway, Mr. John Whatley, Mr. Arthur Clarke, Mr. Bowie Martin and Mr. Palmer Johnson.

"Mr. and Mrs. Fitzhugh Knox entertained for their lovely debutante daughter, Miss Jennie Knox. In the party were Miss Elizabeth Morgan, Miss Laura Cowles, Miss Nora Belle Rosser, Miss Carolyn King, Mr. Rucker McCarty, Mr. Harold Brady, Mr. Charles Sciple, Jr., Mr. Marshall Adair, Dr. C. V. Pierson, Mr. Charles Meador, Jr.

"Miss Carrie Dallis was the debutante at the table which included Miss Cornelia Crittenden, of Montgomery, Ala.; Miss Ella Claire Cutts, of Savannah; Miss Helen Bagley, Miss Aurelia Speer, Mr. Ed Austin, Mr. Philip McDuffie, Mr. Claud Douthitt, Mr. Ed Peeples, and Dr. M. W. McDuffie, of New York.

"Miss Marian Goldsmith was the debutante entertained by Mr. and Mrs. Wickliffe Goldsmith, their other guests including Miss Kate Felder, Mr. Hall Miller and Mr. Graham Phelan.

"Mr. and Mrs. Roy Collier entertained for Misses Antoinette and Edith Kirkpatrick, the twin debutante daughters of Mr. and Mrs. Wallace Kirkpatrick, who were also in the party, the other guests being Mr. Harry Harman, Jr., Mr. Chess Haile and Mr. Madison Bell.

"Two pretty debutantes at a table together were Misses Mary Helen Moody and Miss Isabel Kuhrt, who were with Mr. Gus Ryan and Dr. Joseph D. Osborne.

"Miss Marjorie Brown and Miss Passie May Ottley were with Mr. Ernest Ottley and Mr. Prince Webster.

"Miss Lula Dean Jones was entertained by Mr. and Mrs. Bolling Jones, their guests including Miss Jones, Miss Elizabeth Rawson, Miss Frances Connally, Mr. Marion Smith, Mr. Dan McDougald, Mr. Hal Hentz, Mr. Moultrie Hitt and Mr. Saunders Jones.

"Mr. Jackson Dick entertained in honor of Miss Laura Hill Payne and Mr. Alexander Smith, Jr., whose marriage will take place on November 18.

"Besides Miss Payne and Mr. Smith, Mr. Dick's guests were Miss Helen Payne, Miss Edna McCandless, Miss Constance Knowles, Miss Jane Thornton, Miss Esther Smith, Mr. James Ragan, Mr. Albert Thornton, Mr. Clarence Knowles and Mr. Jesse Draper.

"Mr. and Mrs. Theodore A. Hammond entertained a party of ten friends in honor of Gen. and Mrs. William Marshall, of Washington, D. C.

"Mrs. Albert Thornton entertained 12 guests, including Gen. and Mrs. Albert L. Mills, Mr. and Mrs. Joseph T. Orme, Mr. and Mrs. Hugh Richardson, Mrs. Francis Block, Mr. and Mrs. J. K. Ottley, Mr. and Mrs. Edward T. Brown, Mr. Brooks Morgan.

"Mr. and Mrs. W. A. Speer entertained for Miss Mary Kirby Bentley, their party including Capt. and Mrs. Jack Hayes, Mr. and Mrs. Ben Tye, Miss Bentley, Capt. William Young.

"Mr. and Mrs. J. Reid Hobson had as their guests Mr. and Mrs. John Little.

"Judge and Mrs. Arthur Powell had as their guests Judge and Mrs. Ben Hill and Mr. and Mrs. A. J. Orme.

"Mr. and Mrs. Edward S. Ehney had as their guests Mr. and Mrs. James H. Nunnally and Mr. and Mrs. Ernest Woodruff.

"Dr. and Mrs. Willis Westmoreland, Mr. and Mrs. Milton Dargan and Mr. and Mrs. J. Frank Meador dined together.

"Others who entertained were Mr. Edward Barnett, Mr. Hugh Scott and Mr. O. H. Young, who entertained three young women.

"Mr. S. T. Day entertained four guests; Dr. and Mrs. E. G. Ballinger, four guests; Dr. and Mrs. T. P. Hinman, six guests; and Mr. Hubbard Allen, four guests."

The Debutante Club of 1911 continues to meet annually as the Julia Howell Auxiliary. The object of the group is charity, primarily the furnishing and maintaining of a ward at the Home for Incurables, now the A. G. Rhodes Home. The auxiliary was formed by the debutantes in memory of one of their close friends, the late Julia Howell, daughter of the late Mr. and Mrs. Clark Howell. Each year as Christmas draws near they gather to bring their dues and plan what to present to the patients in the ward at Christmas time. Three members of the auxiliary, Mrs. James Ragan, Mrs. Clarence Haverty and Mrs. Floyd McRae, did not make their debut with the group but have belonged for a number of years.[33]

Another debut was made in Atlanta in 1911, not in the social world, but in the world of golf. The central figure was a nine-year old boy, destined in the years to come to bring honor upon himself and fame to Atlanta. He was Robert Tyre "Bobby" Jones, son of Robert P. and Clara Thomas Jones, then living at 70 East Merrits Avenue. The father, still in the active practice of law, was, for many years a golfer of considerable ability.

The City Junior Championship golf meet of 1911, was played on the East Lake course, beginning Monday, June 12th. Said the *Journal* on the 14th:

> "Robert Jones and Howard Thorn will be the opposing players in the final match in the junior golf tournament Wednesday afternoon. Both won their matches Tuesday, and the game between the two for first honors promises to be a corker."

Thorn defeated Garvin Moore, 9 up and 8 on Tuesday, while Jones defeated Reginald Fleet, 5 up and 4.

On Wednesday, the 15th, Jones defeated Thorn in the finals, 3 up and 2 to go in the match of 36 holes. He was awarded the Dr. Frank Holland cup.[34] The young golfer had made a good start up the ladder of success in his chosen field of sport.

A few months after Bobby Jones headed down the road to fame, the air age opened in Atlanta. In 1911 Lindsey Hopkins, native North Carolinian, a resident of Atlanta since 1909 and president of the Overland Southern Motor Car Company, bought a biplane from Curtiss, said to be the first plane sold by that firm.

Shortly afterward he and a Navy pilot were selected to fly the first American air mail from Nassau, New York, to Mineola Field, New York, in the Atlantan's new plane. Just before taking off, Hopkins wrote a letter to the *Constitution,* which he carried on the history-making hop. Picked up by train, it was delivered on October 2, 1911, the first air-mail, or at least partly air-mail letter received in Atlanta.[35]

A month and a half later, Hopkins and the Curtiss Company sponsored Georgia's first air meet at the Atlanta Speedway, now the site of the Municipal Airport. Said the *Journal* on November 17th, commenting on this unique occasion:

"Flights that were truly wonderful were made by the three Curtiss aviators, Lincoln Beachey, C. C. Witmer and Thornwell Andrews, at the opening, on Thursday afternoon, of the much-heralded speedway aviation meet. Flying against each other and against race track demons, they held in awe the minds of fully 3000 people, who assembled from Atlanta and the rest of Georgia to watch the performances.

"Most spectacular of all was the flight made by Lincoln Beachey, directly following the quick-starting contest about 4 o'clock. Rising into the air with a pretty start he made a number of short turns and wide sweeps over the aviation field, following then the race course in graceful volplaning dips and then removing his hands from the steering wheel and guiding the aeroplane in a figure eight simply by the twist of his body. The thousands in the grandstand cheered him wildly during the remarkable performances. . . .

"A very pretty event was pulled off as a complete surprise to all the audience when all three aviators rose in the air in succession and flew around the track closely together, making a very inspiring sight.

"Thornwell Andrews, the Atlanta boy, won the quick starting contest, leaving the ground after a run of only 225 feet, while Witmer came a close second with 229 feet.

"The inauguration of the aerial postal service created much interest, Lincoln Beachey making the initial run and carrying the mail bags off in the distance to a waiting automobile. White badges marked visiting postmasters in great numbers, who were much interested in the aerial delivery.

"A three-cornered race between an automobile, an air ship and a motorcycle was won by the auto, with the aeroplane coming fast and only a few feet behind. The exciting finish brought the spectators to their feet. The race was for six miles and the times made were announced as follows: Thornton Everett, in Stearns racing car, 5:42. Lincoln Beachey, in Curtiss aeroplane, 5:48. Harry Glenn, an amateur motorcyclist, 5:57.

"The events and maneuvers on the program for Friday, which will be 'Military Day,' include the experiments which have been tried at the governmental experiment stations and are the most important phases of aerial warfare. Scouting, landings, bomb throwing, sham-battles will be shown and it will be practically demonstrated that the aeroplane is the most powerful war instrument of the future. Captain Beck, U.S.A., in command of the army aeronautical corps will be present and will criticize the military events. . . ."

The air meet seemed an appropriate occasion upon which to try out the new Indian motorcycles recently purchased from the Elyea-Austell Company by the city police department. A race was staged between city and county policemen for a cup offered by the Elyea-Austell Company. The ten-mile heat was won by Officer J. W. McWilliams, of the city force, who defeated R. E. Jackson and W. C. Chappelear of the county force.[36]

While the air meet of 1911 illuminated dimly, at least, the possibilities of air mail, that service was not to become a reality until well into the next decade. For military use, the aeroplane was soon to be tested in the crucible of World War I.

Just before the Atlanta air show began, Calbraith P. Rodgers completed the first transcontinental flight. He covered the 3390 miles from New York to Pasadena, California, in 49 days, from September 17th to November 5th. It was accomplished in 68 hops, for a total of 82 hours actual flying time.[37]

An unexpected change took place in the governor's office in late 1911. United States Senator Alexander Stephens Clay, the distinguished citizen of Marietta, died in office in 1910. Ex-Governor Joseph M. Terrell was thereupon elected by the legislature to fill Clay's unexpired term. The appointment met with general approval, but Terrell's senatorial career was destined to be short. He suffered a stroke in 1911, and was forced to resign and return home to Atlanta, where he died on November 17, 1912.

Meanwhile the twice-vacated Senate seat had to be filled again. Several candidates were up for consideration by the legislature, including Pleasant A. Stovall, of Savannah; W. A. Covington, of Colquitt; Thomas E. Watson, of McDuffie; William G. Brantley, of Glynn, and Governor Hoke Smith. Smith won easily on the first ballot, and was declared elected.

As Governor Smith had only been in office a short time before he was elected senator, he felt that he should remain as governor temporarily to insure the success of his legislative program. On this account his opponents criticized him for not proceeding forthwith to Washington. Finally, however, he did resign the executive office on November 15, 1911, and John M. Slaton, President of the Senate, took the oath of office as acting governor on the 16th. Four days later he issued a proclamation calling a special election for January 10, 1912. Acting Governor Slaton was not a candidate for the executive office. Instead, he gave his support to Joseph M. Brown, who was elected without opposition, and took the oath of office on January 25, 1912, to fill the unexpired term of 16 months.[38]

Quite a number of pioneer and well-known local citizens died during 1911. Among them were Captain Thomas L. Langston, born in Scottsborough, Georgia, a resident since 1860, wholesale grocer and a founder of the Exposition Cotton Mills and West View Cemetery; William Finch, pioneer Negro tailor, in slavery times the property of Judge Joseph Henry Lumpkin, of Athens, and one of two Negroes ever to serve in Atlanta's city council, representing the 4th ward in 1871; Edwin T. Payne, native Atlantan, and for 16 years, city tax collector; Robert Campbell, 86, a well-to-do farmer of DeFoor Ferry Road near Peachtree Creek, born in Fulton, then De Kalb County, son of pioneer settler Elias Campbell. Except for 4 years in the Confederate Army he lived his entire life within a mile of where he was born; Major Max VanDen Corput, Belgian-born architect and engineer, gallant Confederate soldier, wounded in the shoulder at the Battle of Atlanta, and had horses shot from under him at Vicksburg and Lookout Mountain; William K. Booth, native of Madison County and a pioneer carriage and wagon builder; Charles A. Read, lawyer and classmate of Woodrow Wilson at the University of Virginia; Dr. Monroe Smith, born at Dallas, Georgia, physician and member city council; Captain E. H. Guess, native of De Kalb County and well-known citizen of the North Decatur area; Dr. Josiah M. Bosworth, pioneer local physician, a native of Fayette County; Major Washington J. Houston, son of pioneer citizen Oswald Houston, and son-in-law of Dr. Chapman Powell, banker, railroad man, and, during his later years a resident of North Decatur, where he was president of the Decatur Electric Light, Water & Power Company; Dr. John W. Nelms, a native of McDonough, Georgia, Confederate soldier, state legislator, principal keeper of the state penitentiary, U. S. Marshal and Fulton County Sheriff; the Rev. Charles J. Oliver, of East Point, Methodist minister and contractor, known as the "Fighting Parson" of the War Between the States; Edward K. Van Winkle, Jr., son of the founder of the Van Winkle Gin & Machine Company and father of Contractor E. K. Van Winkle, of Atlanta; Colonel Benjamin F. Abbott, noted lawyer, a native of Cherokee County, Confederate soldier, state legislator and member of the Executive Committee of the International Cotton Exposition of 1881; Captain Edward S. Riley, wholesale grocer and fertilizer dealer, a native of Robertville, South Carolina; Otto Spahr, German-born soldier, musician, literary man and pioneer Atlantan.[39]

Others were Professor William A. Bass, noted educator, a native of Newton County, long connected with Boys' High School, and in whose honor Bass Junior High was named; Dr. T. D. Longino, well-known young physician, a native of Palmetto, Georgia, and a Spanish-American War surgeon; Major Joseph Shelton Raine, noted fire insurance man, a native of Hardin County, Kentucky, fought for the South with Morgan's Raiders, and a prime factor in the operation of the Southeastern Underwriters' Association; John Lagomarsino, born in Genoa, Italy, well-known candymaker and confectioner, who started business with a barrel of sugar given to him by Frank E. Block, his former employer, husband of the late "Flower Mary," and founder of a useful Atlanta family; General Clement A. Evans, a noted and beloved Georgian, born in Stewart County, gallant Confederate soldier, eloquent Methodist minister, and grandfather of Clement A. Evans, of Atlanta; William W. Hulbert, native of Connecticut, captured at Spottsylvania while serving in the Confederate Army, and for many years an official of the Southern Express Company; J. Sid Holland, born in Griffin and a resident of Atlanta since 1852, wounded in Confederate service, peace officer and city official, died suddenly in the city hall, of which he was custodian; Samuel Ward Day, long identified with Atlanta's political history, ice and fish merchant in the days when ice was shipped to the city from Maine by boat; Dr. James M. Couch, physician, and founder, with his brother, A. G. Couch, of the Couch Brothers Manufacturing Company at East Point; Dr. Joseph Nesbit Le Conte, physician and specialist in digestive diseases. The noted Drs. John and Joseph Le Conte were his great-uncles; Dr. Leander D. Carpenter, native of Lyndon, Vermont, and an Atlanta dentist since 1869; Daniel O. Dougherty, wholesale dry goods merchant and Confederate veteran, accidentally shot himself on the back porch of his home while looking for a burglar; David H. Dougherty, East Tennessee-born dry goods merchant, member Cobb's Legion, C.S.A., and brother-in-law of the late John Silvey, with whom he was long associated in business; Augustus O. M. Gay, native of Newton County and well-known Whitehall Street haberdasher; Robert G. Thompson, one of Atlanta's best known restaurant operators, came to the city in 1869 from Nashville, Tennessee; Charles D. Tuller, born in La Grange, Georgia, president of the Exposition Cotton Mills; Jacob V. "Jake" Johnson, native of Richmond, Virginia, and a famous restaurant man. As manager of Folsom's he made the establishment famous as far north as Washington for "possum and 'taters and crackling bread"; Morton R. Emmons, native of Greenville, Tennessee, vice-president, Fulton National Bank, and founder of a men's clothing business subsequently sold to Parks-Chambers-Hardwick Company; Jefferson L. Richmond, born in North Carolina, Confederate veteran, business man, and father of Mrs. Alonzo Richardson, Mrs. George W. Forrester and Mrs. W. C. Jarnagin, of Atlanta, and Captain Charles K. Maddox, died at City Point, Florida, pioneer Atlantan, member Gate City Guard, business man and post office official.[40]

NOTES—CHAPTER 89

[1] *Atlanta Journal,* Oct. 22, 1910.
[2] *Ibid.*
[3] *Ibid., City Directory,* 1911.
[4] *Atlanta Journal,* Oct. 22, 1910.
[5] *Ibid.,* Nov. 9, 1910.
[6] *City Directory,* 1911.
[7] *Ibid.*
[8] *Ibid.*
[9] *Ibid.;* Cooper, *Fulton County,* 710; "Garrett's Necrology."
[10] Cooper, *Fulton County,* 670-671.
[11] *Atlanta Journal,* Aug. 12, 1911.
[12] *City Directory,* 1912, p. 232.
[13] *Atlanta Constitution,* Nov. 20, 1932; Knight, *Georgia and Georgians,* IV, 2023.
[14] *Atlanta Journal,* April 16, 1911.
[15] *The City Builder,* Feb. 1926; *Atlanta Journal,* Oct. 1, 1911.
[16] *Atlanta Journal,* Oct. 3, 1911.
[17] *Ibid.,* Dec. 15, 17, 1911.
[18] Ruth Blair, "Atlanta's Monuments," *A.H.B.,* XXIII (Oct. 1940), 275.
[19] *Atlanta Journal,* Oct. 10, 1911.
[20] *Ibid.; Cf.* Fairman, *Chronicles of the Old Guard of the Gate City Guard,* 253-290.
[21] *Atlanta Journal,* Apr. 19, 1911.
[22] *Ibid.,* Mar. 8-11, 1911.

[23] The present writer has never been able to ascertain the exact period when the designation Five Points was first used to describe the intersection of Peachtree, Marietta, Decatur street and Edgewood Avenue. However this reference is the earliest he has seen in the local press.

[24] Then located on the northwest corner of Central Avenue and Hunter Street.
[25] *Atlanta Journal,* Mar. 9, 1911.
[26] *City Directory,* 1912; *Atlanta Constitution,* Dec. 23, 1927.
[27] City directories, 1912-1927.
[28] *Atlanta Constitution,* Dec. 23, 1927.
[29] City directories, 1928-1947.
[30] Statement of Condition, June 30, 1952.

[31] *Atlanta Journal,* Dec. 3, 1951; Statement of Mrs. Beverly M. DuBose, Sr., to Franklin M. Garrett, Aug. 20, 1953. Mrs. DuBose, as Lula Dean Jones, made her debut on Dec. 10, 1910 at the home of her parents Mr. & Mrs. Samuel D. Jones, 900 Peachtree St.

[32] *Atlanta Journal,* Dec. 3, 1911.

[33] *Ibid.,* Dec. 3, 1951.

[34] *Ibid.,* June 12-15, 1911.

[35] *City Directory,* 1912; *Atlanta Constitution,* Aug. 18, 1937; C. J. Holleran, "Know Your Georgia," *Atlanta Constitution,* Nov. 3, 1952.

[36] *Atlanta Journal,* Nov. 17, 1911.

[37] Keller, *Dictionary of Dates,* II, 269.

[38] Cooper, *Story of Georgia,* III, 423-425; Saye, *Constitutional History of Georgia,* 347-349.

[39] "Garrett's Necrology."

[40] *Ibid.*

CHAPTER 90

1912

COURTLAND S. WINN continued to preside over Atlanta's municipal affairs during 1912, though the first of the year brought a number of new faces to the city council. The new aldermen were:

First Ward, Alonzo J. Johnson, general agent, Pacific Mutual Life Insurance Company.
Second Ward, John E. McClelland, lawyer.
Third Ward, James E. Warren, lawyer.
Sixth Ward, James R. Nutting.
Seventh Ward, Fletcher J. Spratling.
Eighth Ward, Dr. A. H. Van Dyke, physician.

New councilmen were:

First Ward, Samuel A. Wardlaw, proprietor, Dixie Tile & Cement Company.
Second Ward, Charles D. Knight, secretary-treasurer, Piedmont Laundry and Harvey Hatcher, lawyer, who succeeded Dr. Monroe Smith, deceased.
Third Ward, Carl N. Guess, lawyer, and Orville H. Hall, manager, Southeastern Underwriters' Company.
Fourth Ward, Albert D. Thomson, real estate.
Fifth Ward, John D. Sisson, carpenter, Continental Gin Company.
Sixth Ward, George H. Boynton, real estate.
Seventh Ward, Roy M. Abernathy, contractor.
Eighth Ward, Clarence Haverty, vice-president and general manager, Haverty Furniture Company.
Ninth Ward, Charles Whitefoord Smith, lawyer.
Tenth Ward, Claud C. Mason, bookkeeper.[1]

Atlanta's ministerial officers for 1912 were the same as for 1911.[2]

The county elections of 1912 produced no changes in Fulton's official family, and only two in De Kalb. J. A. McCurdy succeeded B. A. Morris as sheriff, and J. E. Forrester succeeded E. O. Reagin as tax collector.[3]

Downtown and close-in residential landmarks continued to fall before progress and to make way for business during 1912.

The former Grant Wilkins' home, a one-story frame cottage on the northeast corner of Peachtree and North Avenue, sold for $60,000, or $682 a front foot.[4] The site is now occupied by a branch of the First National Bank.

The Thomas L. Langston homeplace, on the east side of Peachtree between Harris and Baker streets, brought $1500 a front foot. The old Dr. F. H. Orme home, at the southwest corner of Forsyth and Luckie streets, the site now being occupied by the Rialto Theater, was sold to Hugh Richardson for $2166 a front foot; the R. A. Hemphill property, east side of Peachtree between Baker and Ivy, brought $850 a front foot, the Samuel Y. Tupper homeplace, at the northeast corner of West Peachtree and North Avenue, brought $250 a front foot, while the Morrison corner at Peachtree and Merrits Avenue, changed hands at $600 a front foot.[5]

The Chamber of Commerce took a long step forward in 1912, under the presidency of Wilmer L. Moore, when it purchased the former Y.M.C.A. Building at the northeast corner of Pryor Street and Auburn Avenue. Quartered in the Empire Building since 1907, the Chamber, after making extensive alterations, occupied its new offices in 1914. At the time of this move, five persons constituted the staff: Walter G. Cooper, secretary; Henry H. Robinson, now vice-president of the Adams-Cates Company, assistant secretary; Miss Sadie S. Workman, cashier; Miss Mary Latham, stenographer, and an office boy. When the move was made in December, 1948, to its present quarters in the Volunteer Building, under the presidency of A. L. Zachry, the staff had increased to 17, including Miss Workman, as head of the accounting department. Its activities had become departmentalized, under the direction of W. Roy Ulrich, as general manager.[6]

Another important step taken by the Chamber of Commerce during the Moore administration (1912-1913) was the organization of the Atlanta Convention Bureau. Originally, and for many years thereafter, directed by Frederick H. "Cousin Fred" Houser, former publisher of the *Southern Hotel Journal,* the Bureau was a prime factor in developing the recognition Atlanta has secured as a convention city.[7]

Nineteen-twelve is claimed as the birth year of two of Atlanta's popular golf and social clubs, Ansley Park and Druid Hills.

The Ansley Park Club, situated on a segment of one of the oldest roads in the Atlanta area, that leading from Decatur to Montgomery Ferry on the Chattahoochee River, started as a semi-public golf course with a 15-cent green fee. The 9-hole course was actually laid out in 1910, partly on the old Wash Collier estate, under the supervision of Al Doonan and Stewart Maiden. When opened, the "club-house" was located on the end of a tool-house and stable at the corner of present No. 8 fairway.

An original voluntary association organized in 1913 was headed by C. B. Bidwell. However, some of the regular Ansley Park players objected to the 50-cent green fee then charged, and, in 1915, decided to form a club. Charter members were: C. B. Bidwell, Guy King, L. C. Hopkins, Howard Muse, B. M. Boykin, A. A. Doonan, J. F. Purser, Lynn Fort and G. C. Jones, Sr. Mr. Jones became first president. Since then the following have served: S. C. Williams, 1916-17; F. H. Reynolds, 1918-19; W. M. Huntt, 1920-26 and 28-29 Dr. W. P. Nicolson, 1927; Dr. Dan Y. Sage, 1930-33; N. C. Harrison, Sr., 1934-38; T. M. Smith, 1939-45; N. C. Harrison, Sr., 1946-52; G. C. "Bill" Jones, Jr., 1952.

It was during Mr. Harrison's second term that elaborate improvements, costing $160,000, were made—improvements which transformed the institution from a strictly golf club into a social club as well.[8]

The birth of the Druid Hills Golf Club was cited by the *Atlanta Journal* on July 7, 1912, which said:

> "Druid Hills, the corporation owning 1650 acres of land extending from Moreland Avenue to Decatur, closed the contract yesterday for the building of the new 18-hole golf course and club house.
>
> "The golf and club grounds will be located on the north side of Ponce de Leon Avenue, extending back to the North Decatur Road and embracing about 100 acres of beautiful land.

"The golf course has been laid out by H. H. Barker, of Garden City, one of the best known golf experts in the United States, and the winner of the 1911 professional tournament at East Lake.

"The contract for removing the trees, grubbing, plowing and planting the grass has been let to the Dysard Construction Company, and the work will be begun Monday morning [July 8th].

"Mr. Barker has spent several weeks on the grounds and after completing the plans, stated that this course will be the best in the South as there are no parallel fair greens and cross holes. There are two beautiful streams meandering through the course and there are other interesting natural hazards.

"The Druid Hills Golf Club has been organized and J. Carroll Payne, Lowry Arnold and T. A. Hammond have been instructed to apply to the superior court for the charter.

"The Ponce de Leon Avenue car, which now stops at the Lullwater bridge, will at once be extended out one-half mile so as to afford easy access to the club house.

"The local golf enthusiasts are very much elated over the prospect of having a new course built practically inside the city limits."

Through the years the Druid Hills Golf Club has enjoyed wide popularity and the names of many noted Atlantans have graced its membership rolls. In common with most of Atlanta's clubs it has suffered from the ravages of fire, notably in May, 1924, when the clubhouse was gutted for a $100,000 loss. It was promptly rebuilt.[9]

The point at the downtown intersection of Peachtree and West Peachtree streets, has, during its history, been graced by two monuments. The Ben Hill monument was unveiled there in 1886, and was later moved to the State Capitol building for protection from vandals and the inevitable and ubiquitous initial carvers. In October, 1895, the Hill monument was replaced by the Erskine Memorial Fountain, presented to the city, which owned the land, by Mrs. Willard P. Ward, of New York, daughter of the late Judge John Erskine.

During the summer of 1912 the grade of Peachtree Street was lowered at this point, leaving the fountain stranded above street level. It was suggested that the memorial should be moved to one of the city parks. Opposition developed. Much argument ensued, mostly as to whether the city had any right to effect the removal. Finally, in December, 1912, after the heirs of Mrs. Ward agreed to the removal, it was effected, and the memorial now stands at the Cherokee Avenue-Ormond Street entrance to Grant Park.[10] The downtown intersection of the Peachtrees has since been dedicated to business.

While the matter of the removal of the Erskine memorial was being argued an idea for another memorial was born. The identity of the individual who actually conceived the thought from which grew the Stone Mountain Confederate Memorial project is a moot question. It is said to have been suggested by William H. Terrell, a member of the Atlanta bar; by John Temple Graves, the noted journalist, and by Mrs. C. Helen Plane, widow of a Confederate officer and founder and first president, Atlanta Chapter, United Daughters of the Confederacy. At any rate it was Mrs. Plane who began to push the idea in 1912. She presented it to the U.D.C., which organization had long cherished the project of such a memorial and adopted the plan as its own.

Mrs. Plane's conception of a memorial was a modest one and contemplated a simple bust of Robert E. Lee on the side of the mountain. She had seen and admired Sculptor Gutzon Borglum's colossal marble head of Lincoln in the Capitol Building rotunda in Washington, and wanted the same sculptor to carve the Lee memorial on Stone Mountain.

By the time Borglum was invited to Atlanta in 1915, to consider the undertaking, much preliminary work had been done and the Stone Mountain Memorial Association had been organized. Borglum's arrival was cited by the *Journal* on September 20 of that year:

"Gutzon Borglum, sculptor, of New York, was the guest Sunday of Sam Venable[11] at Stone Mountain, and inspected the mountain with the object of locating the best place for the great monument to the Southern Confederacy which the Stone Mountain Confederate Memorial Association has commissioned Mr. Borglum to carve out of the solid granite.

"Mr. Borglum's plans are not yet complete, and he is expected to remain several days longer as Mr. Venable's guest. When his plans are made he will build a plaster cast of Stone Mountain, showing the location of the memorial, and will take this with him to the United Daughters of the Confederacy convention at San Francisco.

"Saturday afternoon, in Hooper Alexander's office members of the U.D.C. and of the Stone Mountain Memorial Association met with attorneys for the purpose of drawing up deeds whereby Mr. Venable's gift of the use of Stone Mountain for the monument would be legally valid for all time. Those present at the meeting were Mrs. T. T. Stevens, president of the Atlanta chapter, U.D.C., Mrs. Helen Plane, Mrs. J. O. Wynn, Mrs. Hugh Willet, Mrs. Robert G. Stephens, Hooper Alexander, Alec King, L. Z. Rosser, R. C. Alston, William H. Terrell, Hudson Moore and Charles J. Haden."

When Gutzon Borglum saw the steep side of Stone Mountain, his creative mind and vivid imagination envisioned a far more epic memorial than merely a bust of General Lee. Indeed, he soon reported:

"It seems to me that the only fitting memorial to the South of 1861-65 by the equally great South of today, is to reconstruct as best we can the great characters of those days, and in colossal proportions, carve them in high and full relief, in action, mounted and on foot, moving across the granite mountain in the arrangement of two wings of an army, following the mountain contour, moving naturally across its face to the East. These figures should be in scale with the mountain; they must be visible and easily read for miles; and their likeness must be recognized and maintained. The groupings represent the official heads of the South—officers, cavalry, artillery and infantry.

"In effect it will stand alone in memorial and monumental work in the world—the impressiveness of the plan, the natural groupings of the men and horses, moving forward with expectancy, represented in all their fitness, would revive all that was best in those heroic hours, and give to posterity a true representation of those great Americans."

Mr. Borglum also realized the physical hazards involved. He wrote: "The vast precipice we are planning to carve has its terrors and dangers; the mountain is a great ruthless, elemental fact, cold, stubborn. It has resisted time and time's destroying hands, and that is why we picked it out, so our story would be carved in the most enduring form."

With all the enthusiasm engendered by the prospect of the Memorial, the fact that Stone Mountain was private property was never once looked on as an obstacle. Indeed .it was not an obstacle, for the owners were sympathetic to the project. On May 20, 1916, the Venable family gave a deed to the scarp of Stone Mountain to Mrs. C. Helen Plane, president of the U.D.C., for a Confederate memorial.

On the same day dedicatory exercises were held at the base of the mountain, witnessed by some 5000 people. Master of Ceremonies Forrest Adair introduced General Andrew J. West, a Confederate veteran, who in turn introduced the principal speaker, Judge Emory Speer. Sculptor Borglum also addressed the gathering.

By the time Gutzon Borglum had thoroughly inspected the face of the mountain, World War I intervened. Business was disrupted and the project languished. It was not revived until early 1923, at which time a group of Atlanta business men took hold and inaugurated a fund-raising campaign. Borglum returned to Atlanta and spent much time at the mountain, making working models, devising operating plans, erecting scaffolding, etc. On June 3, 1923, the first drill bit into the side of the mountain's weathered face.

The following January 19th, Lee's birthday, the partially completed head of the General was unveiled with much ceremony. On that gray winter afternoon a crowd of 10,000 gathered for the exercises. Hollins N. Randolph, president of the Memorial Association stood up with bared head to introduce Dr. David Marx, who delivered a brief but impressive invocation. Mrs. Plane, 94 years old was carried up on the rostrum by Mr. Borglum, her benign and lovely face lighted with a great hope for the dream of her heart. The principal address of the occasion was made by Dr. Plato Durham, of Emory University.

Many other notables were present, David R. Francis, former governor of Missouri; Governor Brandon, of Alabama; Governor Trinkle, of Virginia; Hardee, of Florida; McLeod, of South Carolina; Peay, of Tennessee, and Walker, of Georgia. Also present were former Governor John M. Slaton, and Mrs. Slaton; Major-General David C. Shanks, representing the United States army by direction of President Coolidge Samuel H. Venable, his sister, Mrs. Frank Mason, and his nieces, Mrs. Coribel Venable Kellogg, and Mrs. Robert Venable Roper, donors of the mountain face, and many Confederate veterans, who gave forth with the rebel yell at the moment of unveiling.

The ceremony itself was preceded by a lavish Georgia breakfast, at which Mr. Borglum was host. He had an eye for the dramtic. His distinguished guests were seated at tables set on Lee's massive shoulder, high above the surrounding terrain. They were duly impressed.

Meanwhile a great publicity and fund-raising campaign was under way. Rogers Winter, a young Atlanta newspaper man, was put in charge of the former and so well did he perform his task that the memorial received national coverage in the press. A memorial coin, a half-dollar, was designed by Sculptor Borglum, depicting Lee and Jackson seated on horseback. A bill, authorizing the minting of the coin, sponsored by Republicans in both House and Senate, was approved by President Coolidge. The price of the coin was set at a dollar, with five million the limit if the demand justified it. George F. Willis, patent-medicine manufacturer (Tanlac), an ace salesman and later developer of Avondale Estates, was put in charge of the coin selling campaign.

Borglum continued with his work. On January 25, 1925, President Randolph, of the Association, said optimistically:

"Twelve months ago the head of General Robert E. Lee was unveiled on the precipice of Stone Mountain. Since that time the work on the central group has progressed so well that the association plans to unveil the figures of General Lee, President Davis and General Jackson on June 3rd. All roughing-out work on these three figures has been finished around the heads and necks of the horses and considerable roughing out has been done above the heads. As the work now stands, we can anticipate the completion of the entire central group by the end of 1926."

Borglum's contract with the Association called for the execution of five figures in the first group, including Lee, Davis and Jackson, within a three-year period, for which he was to be paid $250,000. In the event the contract, for any reason, was not carried out, the working models were to become the property of the Association.

By the end of 1924 the Association manifested impatience over the progress of the work. Its officers claimed that a large portion of the money had been advanced to Borglum, but that not more than five per cent of the work had been completed.

On February 25, 1925, one month after Mr. Randolph's optimistic prophecy, the executive committee of the Stone Mountain Memorial Association voted to cancel Mr. Borglum's contract, to dismiss him and turn his models over to stonecutters to finish and enlarge. The sculptor understandably blew up. He realized that the only way to protect his design was to destroy the models. This he did, for which he was indicted by a grand jury. Borglum fled to North Carolina. The governor of that State refused to issue extradition papers and the warrant was withdrawn.

A committee of the Association then conferred with Sculptor Daniel Chester French and others, including J. Pierpont Morgan, upon the selection of a new artist to complete the work. Augustus Lukeman, a contemporary of Borglum (born the same year, 1871) was engaged. He produced a different layout, claiming that Borglum's design could not be used because of the surface of the mountain. Lukeman's model represented a group of cavalry officers proceeding at a quickstep on a straight line, General Lee, head uncovered, riding at their head. His contract called for the payment of $25,000 for his design plus a salary of $10,000 a year. The Association invited bids on the carving. All were rejected; one was in excess of $1,000,000. The contract was finally let on a cost-plus basis.

The heads of Lee and Jackson created by Borglum were blasted off the mountain when the smaller design of Lukeman was begun, so that little or no trace of the first sculptor's magnificent work now remains. Lukeman's progress was no speedier than was Borglum's. His memorial design was unveiled on April 9, 1928. Then in the midsummer of 1929 the Association's funds gave out and the project was suspended. Soon the panic broke. It was decided to wait for better times. The deed of gift to the mountainside, as set forth by its terms, reverted to the Venables. Lukeman died in 1935; Borglum in 1941. The project is still in a state of suspension.

Something more than a million dollars were raised for the memorial project, principally, during the Lukeman phase of the work, by sale of the commemorative coins. About half of the total was spent on the actual carving. No evidence of graft or corruption has come to light. The project failed largely because of misunderstandings; inability of the creative minds of the sculptors and the business minds of the promotors to see eye to eye; too many chiefs and not enough Indians; too many committees, and too many consultants. Too much of nearly everything in fact, except concentration upon the objective—getting the memorial carved.

It is possible, however, that the great memorial will, after all, become a reality. In 1941, Scott Candler, Commissioner of Roads and Revenues for De Kalb County announced a plan for the development of a state park at the base of the mountain. He secured options on the mountain and approximately 2000 acres of land from the Venable heirs. World War II interfered with progress on these plans. In 1949 by request of the Sons of Confederate Veterans, Governor Herman Talmadge reactivated the State Park Authority. The 1952 General Assembly passed a bill authorizing the expenditure of $779,000 to buy 23,000 acres of land, including the mountain. The Park Authority has commissioned Julian H. Harris, an able Atlanta sculptor, to submit a design that will include as much of the carving that remains upon the mountain as is sound, for utilization in a completed memorial. This enterprise will be financed by bonds, to be paid off by gate receipts to the park. It is to be hoped that Mr. Harris' creative efforts will fare much better than those of his two distinguished predecessors.[12]

Another Atlanta area project was begun in 1912, but unlike the Stone Mountain Confederate Memorial, has come to full and useful fruition. Oglethorpe University, asleep for 40 years, was revived, or stated more accurately, was refounded.

The resurrection of Oglethorpe was due at the outset to the energy of Dr. Thornwell Jacobs, a grandson of Ferdinand Jacobs, professor of mathematics and astronomy at old Oglethorpe. Dr. Jacobs, born at Clinton, South Carolina, and a Presbyterian minister, was living in Atlanta in 1912, as editor of *The Presbyterian.*[13]

Dr. Jacobs' efforts in behalf of Oglethorpe began to bear fruit in early 1912. Said the *Journal* on March 31st:

> "Atlanta is at last to have a great Presbyterian university. This is assured. The name of it will be Oglethorpe University. The cost will be approximately $500,000. The location has not been decided on, but 42 Atlanta citizens have pledged themselves to give at least $1000 each and the work can begin in a few months. Some of these will give much more. Presbyterians and others in Atlanta and throughout the state will do their share, and funds from philanthropists in the north will make up the balance.
>
> "There is no longer any doubt that Atlanta is to have a big endowed classical institution. At present the city has none. This news of a definite nature, therefore, will be welcomed to the fullest extent.
>
> "The university will be a reorganization of the old Oglethorpe University named in honor of Gov. James Edward Oglethorpe, founded in 1836 near Milledgeville and located in Atlanta at the time it ceased existence in 1872. Many old Georgians will greet the news joyously, since some of the State's greatest men received their training there, among them Sidney Lanier. . . ."

Names of the original subscribers, as reported by the *Journal* were: Thornwell Jacobs, D. I. McIntyre, J. C. Woodward, Sturm Carson, James R. Gray, Wilmer L. Moore, Charles D. McKinney, Charles D. Montgomery, Ivan Allen, F. W. Coleman, Fritz Rauschenburg, Lucian L. Knight, E. J. Spratling, Frank Inman, Edgar Watkins, John A. Brice, E. P. McBurney, H. F. Emery, Clyde L. King, Thomas P. Hinman, H. D. Green, George E. King, Dr. Hugh Walker (for Presbyterian Ministers' Association), J. B. Brooks, Dr. Milton Armstrong, Hugh Richardson, J. Epps Brown, Herbert B. Davis, W. D. Manley, Dr. Phinizy Calhoun, W. F. Winecoff, C. R. Winship, Dr. Archibald Smith, K. G. Matheson, William Bensel, W. A. Neel, Jr., and E. Rivers.

After he had raised about a quarter of a million dollars personally, Dr. Jacobs sought help in raising the other quarter of a million needed to launch the proposed college. Fortunately he was able to secure the interest of Captain James W. English, Ivan Allen, and the editors of the three principal newspapers, James R. Gray, of the *Journal;* Clark Howell, of the *Constitution,* and John Temple Graves, of the *Georgian.* At a called meeting of Atlanta's leading citizens the proposition was unanimously accepted. Captain English was asked to appoint a campaign committee; the whole story of Oglethorpe was publicized in the press, and the campaign goal of $250,000 was announced.

Captain English designated Ivan Allen as Campaign Chairman. That energetic gentleman organized the campaign, began actual work on December 1, 1913, and by the end of the year had reached the sought-after goal.[14]

During the same year a charter was secured for the university, and a tract of land on Peachtree Road in the Cross Keys District of De Kalb County, was purchased. In early 1914 an official university organization was set up. Thornwell Jacobs was elected first president in early 1915, and on January 21st of that year the cornerstone of the first building, now called Phoebe Hearst Hall, was laid. By the fall of 1916 Oglethorpe University was ready to receive her first class. At about the same time the Southern Railway built a stone depot opposite the main entrance to the school, replacing the old Cross Keys station a short distance south, and on September 27, 1916, Oglethorpe University became a United States post office, with William E. Dendy, as postmaster.[15]

Among the larger benefactors of Oglethorpe have been Samuel M. Inman, who gave $10,000 during the 1913 campaign; Robert J. and Emma Markham Lowry, John Thomas Lupton, Harry P. Hermance, and William Randolph Hearst.

Mrs. Lowry, who died in 1923, left, by will, $275,000 with which to found the Robert J. and Emma Markham Lowry School of Banking and Commerce. Lowry Hall bears the name of this distinguished couple. John Thomas Lupton, of Chattanooga, who amassed a fortune as a pioneer in the business of bottling Coca-Cola, built Lupton Hall. Harry P. Hermance, a native of Cuba, New York, who started his career as a newsboy, aged nine, and became a top executive of the F. W. Woolworth Company, donated Hermance Field.[16]

Mr. Hearst, whose interest in Atlanta dated from 1912, when he bought the *Georgian* from F. L. Seely, was an early benefactor of Oglethorpe. In 1913 he gave $5000 to help found the college. His support continued. In 1927, he gave $25,000, and in 1930, $100,000. On May 22, 1927, incidentally, he paid his last visit to Atlanta to receive an honorary LL.D. from the school. But he kept up his interest. In 1936, he gave 400 acres of land, including Silver Lake, the name of which was subsequently changed to Phoebe Lake, in honor of Hearst's mother, Phoebe Apperson Hearst. The gifts continued—in 1946, $100,000, and in 1947 a like amount.[17]

On May 26, 1940, Oglethorpe's Crypt of Civilization was sealed. This unique feature of the school, devised by Dr. Jacobs, was designed to give generations in the far distant future a glimpse of twentieth-century civilization. Constructed of granite, lined with vitreous porcelain enamel, with metal shelves, the Crypt contains books on microfilm, recorded music and speeches, a phonograph, a radio, models of hair styles, a pint of beer, a bottle of Coca-Cola, a typewriter, and numerous articles of every-day use. A complete description of the Crypt, giving its exact location, has been translated into every known language and sent to libraries all over the world. The date fixed for opening is A. D. 8113.[18]

The 38-year tenure of Dr. Jacobs as president of Oglethorpe came to an end in early 1943 by his resignation. His successor was Philip Weltner, a native of New York City, lawyer and former chancellor, University System of Georgia. Dr. Weltner retained the presidency of Oglethorpe until January 4, 1944, long enough to set up three basic objectives for his successor, Dr. J. Whitney Bunting, formerly of Philadelphia. The objectives are:

1. Ascertain whether it is possible under present day conditions to recapture for college students the basic moral and spiritual values.
2. Devise ways and means whereby a small and independent college could, with limited resources, develop and maintain a superlative academic program.
3. Organize a faculty along a democratic basis so as to create a community of purpose with freedom to carry it through.[19]

Oglethorpe has never aspired to be a large college. Its enrollment, coeducational, averages 300. Three basic degrees are offered: Bachelor of Arts, Bachelor of Science, and Bachelor of Science and Education.[20]

In the regular state primary of August 22, 1912, John M. Slaton carried 140 counties to win the governorship over Joseph Hill Hall, of Bibb County; Hooper Alexander, of De Kalb, and Thomas G. Hudson, of Sumter. He was inaugurated on June 28, 1913.[21] Before his term expired in 1915, he was called upon to make a soul-searching decision. It blasted his political career, but has assured him a niche in history as a man of courage and character.

A sizable number of good local citizens answered the final summons during 1912. Among them were Christopher L. Stoney, long a well-known druggist and later in the fire insurance business; John H. Ellsworth, a native of Niagara, New York, pioneer railroad man, who assembled the locomotive "General" when it was shipped to the W. & A. R. R. from Philadelphia and was her first engineer; in later life a coffin manufacturer; Captain J. J. Maddox, wholesale grocer, city councilman and Confederate soldier, a native of Cherokee County; J. Edgar Thompson, born in Decatur, a son of Dr. Joseph Thompson, served as sergeant-major of the 27th Georgia Regiment, C.S.A., son-in-law of Senator Benjamin H. Hill; Captain Wallace W. Boyd, died in Alhambra, California, captain, Confederate army and long associated with Edward Van Winkle in the gin-manufacturing business; Leonard B. Folsom, born in Maine, proprietor of the famous "Reading Room" restaurant on Marietta Street, formerly a carriage and wagon maker and manufacturer of guns and swords for the Confederacy; Colonel Beverly W. Wrenn, died in New York City, former Atlanta railroad official and general passenger traffic manager of the Plant System; Thomas F. Corrigan, lawyer and a member of a pioneer Atlanta family; Captain Milus M. "Mike" White, a member of the local police force since 1870. His experiences with noted outlaws such as Wiley Redding and "Spud" Silvey had become legendary; Samuel Mobley Talliaferro, of a pioneer South Bend District family, fatally injured when thrown from his wagon at Cornell, near his home; George W. Scoville, noted hotel man; Elihu P. Lanford, an old citizen of the Stone Mountain District, wounded in the head at Manassas while serving the Confederacy, father of Newport A. Lanford, noted Atlanta detective; Nicholas A. McLendon, ante-bellum merchant; Aaron Haas, native of Germany, a blockade runner for the Confederacy and senior member of Aaron Haas' Sons & Howell, now Haas & Dodd; Judge Simeon H. Landrum, for 28 years a justice of the peace, known as the "marrying justice," a native of Greene County and a Confederate soldier; Judge Henry C. Jones, a native of De Kalb and former judge of the Decatur City Court; Thomas N. Chase, long associated with Atlanta University and a pioneer in the cause of local Negro education; Sampson A. Morris, native of Henry County, merchant, former president of the Panola Cotton Mills, city councilman during the 80's and 90's, and an organizer of the Fulton National Bank; Calvin Garmon, of Jett Road, a pioneer farmer of the Buckhead District, married for 65 years, run over and killed, at 86, by his own mule and wagon; the Rev. M. L. Troutman, died in Athens where he was pastor of the First Methodist Church, former pastor of Park Street Church in West End, and father of Henry B. and Robert B. Troutman, well-known Atlanta attorneys.[22]

Others were the Rev. James A. Rosser, a pioneer member of the North Georgia Conference and father of Luther Z. Rosser, Sr., of the Atlanta bar; John W. Wade, Sr., English-born master mechanic and war-time locomotive engineer, who piloted Confederate troop trains all over the South. He retired from railroad service in 1870 and lived at the corner of Gilmer and Pratt streets for 59 years; Colonel William L. Scruggs, journalist, author, lawyer and diplomat, born in Knoxville, Tennessee. As counsel for Venezuela in the Anglo-Venezuelan boundary controversy, he drew up and framed the treaty of arbitration signed by both governments; grandfather of Dr. Anderson M. Scruggs, of Atlanta; Richard Orme Campbell, born in Milledgeville, Georgia, founder, with his brothers, D. C. and J. Bulow Campbell, of the Campbell Coal Company; Captain W. P. Manley, chief of the Atlanta police from 1897 to 1901; William O. Jones, owner of the W. O. Jones livery stable, and son of pioneer livery stable man and horse fancier, Oliver H. Jones; Captain John M. Hill, a native of Chattooga County, Confederate captain under Joe Wheeler, and a member of the old wholesale liquor firm of Cox, Hill & Thompson; Charles F. "Jack" Scribner, popular Southern Railway engineer, killed near Macon when his locomotive, No. 1300, overturned while pulling the Chicago and Florida Limited; Harry C. Stockdell, died in Athens, Georgia, a leading insurance man, one of the organizers of the Southeastern Underwriters Association, prominent Mason and first president of the Capital City Club; Lewis Cook, post-bellum hardware merchant and an old citizen of West End, died in New York City; Michael Ney Blount, native of Augusta, Georgia, a resident of Atlanta 40 years, railroad man, deputy sheriff, owner of a fine private library and said to have been the best-posted man on the law ever to serve in the sheriff's office; John M. Curran, retired harness manufacturer, Confederate veteran and founder of a well-known Atlanta family consisting of seven sons; John M. "Jack" Wilson, native of Canada, proprietor of the Stag Hotel at Peachtree and Walton streets and a champion billiard player; Edwin F. Blodgett, a resident since 1868 and postmaster of Atlanta, 1902-1910; the Rev. Chalmers

Fraser, Presbyterian minister and son of the late Rev. Donald Fraser, noted Decatur educator; Ansley B. Andrews, born in Crawford County, a resident since 1875, and manager of the Southeastern Underwriters Association; Philip H. Harralson, tobacconist, former alderman and a developer of Inman Park; Judge John Livingston Hopkins, distinguished lawyer and jurist, a native of East Tennessee, noted legal writer and codifier of Georgia laws, father of the late Charles T., Sr., and Linton C. Hopkins, of Atlanta; Hollis A. Boynton, retired wholesale grocer, member Third Georgia Cavalry, C.S.A., and long active in city politics; Dr. Emile J. Van Goidsnoven, Belgian-born physician, a resident since 1859, and well known as "Dr. Van"; Judge E. B. Rosser, former Fulton County commissioner and long engaged in the cotton business with T. M. Armistead; John Tyler Cooper, native of Cobb County, mayor of Atlanta, 1886-1888, and first secretary to the Fulton County commissioners; John Berkele, born in Germany, one-time chief of the volunteer fire department, locksmith, jeweler—firm of Maier & Berkele, city councilman and a charter member of the Homosassa Fishing Club; John Strode Barbour Thompson, originally of Culpepper, Virginia, Southern Railway official, prominent in the social life of Atlanta and a son-in-law of the late Colonel Morton Marye, of Virginia; Robert E. Jones, born in Decatur in 1836 and a lifelong resident of that community, served as coroner of De Kalb County for three decades.[23]

Citizens of the Atlanta area, in common with all peoples of the civilized world, were profoundly shocked by news of the *Titanic* disaster in April, 1912. The White Star liner, largest afloat, and thought to be unsinkable, struck an iceberg at full speed during the early morning hours of April 15th while on her maiden voyage from Liverpool to New York. As the ship's band played *Nearer My God to Thee,* the great liner carried 1,513 souls out of 2,224 on board to a watery grave two miles down in the Atlantic Ocean.

Among the many distinguished passengers lost was a former well-known Atlanta writer, Jacques Futrelle. He was born in 1875 in Pike County, Georgia, and, in 1895, married Miss May Peel, of an old Atlanta family. Beginning his career as stenographer to Henry H. Cabaniss, business manager of the *Journal,* he soon displayed writing ability. He was offered and accepted a position on the *Boston Herald,* but subsequently returned to the *Journal.* He next went to the *New York Herald,* where he wrote his first short stories. After another stint with the *Journal,* he cast his lot with the *New York World,* winning wide fame as a writer. Mrs. Futrelle, with her husband on the fatal voyage, was rescued and now resides at Scituate, Massachusetts.[24]

NOTES—CHAPTER 90

[1] *City Directory,* 1912.

[2] City directories, 1911-1912.

[3] Commission Book, Dept. of Archives and History, Atlanta.

[4] *Atlanta Journal,* Feb. 1, 1912.

[5] *Ibid.,* Mar. 31, 1912.

[6] *Atlanta Constitution,* Nov. 14, 1948.

[7] Cooper, *Fulton County,* 367; *City Directory,* 1913.

[8] Ed Miles, "Ansley Park Opened in 1912 With a Greens Fee of 15 Cents," *Atlanta Journal,* Feb. 17, 1950.

[9] *Atlanta Constitution,* May 9, 1924.

[10] *Atlanta Journal,* July 12-13, Dec. 4, 1912; Blair, "Atlanta's Monuments," *loc. cit.,* 276.

[11] Samuel H. Venable and the heirs of his brother, William H. Venable, owned Stone Mountain, having purchased it in 1887 for $48,000 from the Southern Granite Company.

[12] Leila Venable Mason Eldridge, *Stone Mountain* (Decatur, Ga., 1951), 19-30; Steed. *Georgia: Unfinished State,* 6-13; Cooper, *Fulton County,* III, 453; O. B. Keeler, "Lee's Head Is on Stone Mountain," *The City Builder,* Feb. 1924, p. 6; *Who Was Who in America,* I. 117, 753.

[13] Tankersley, *College Life at Old Oglethorpe,* 70, 144; *City Directory,* 1912.

[14] Eleanor Williams, Ivan Allen, *A Resourceful Citizen* (Atlanta, 1950), 90-91.

[15] *Ibid.,* 95-96; Cooper, *Story of Georgia,* III, 436; Record of Postmasters, De Kalb.

[16] *City Builder,* Dec. 1923, p. 18; Howell, ed., *The Book of Georgia,* 43.

[17] *Atlanta Constitution,* Aug. 15, 1951.

[18] Williams, *Ivan Allen,* 97; Miller, ed., *Atlanta,* 273; personal knowledge of the writer, who delivered a bottle of Coca-Cola to Dr. Jacobs in May, 1940.

[19] Philip Weltner to Franklin M. Garrett, Aug. 28, 1953.

[20] *Ibid.*

[21] Cooper, *Story of Georgia,* III, 427-430.

[22] "Garrett's Necrology."

[23] *Ibid.*

[24] *Ibid.*

CHAPTER 91

1913

THE indefatigable James G. Woodward again entered the lists for mayor in the primary of October 2, 1912, to serve the city during 1913 and 1914. This time he had three opponents, Aldine Chambers, an attorney; Dr. George Brown, and Steve R. Johnston, a real estate man.

Woodward and Chambers were generally conceded to be the strongest candidates, though the local press was quite vehement against Woodward, claiming that he had not reformed since the indescretions that led to his defeat in 1908 and again in 1910. The *Journal* editorialized to the effect that public decency demanded Woodward's defeat.

A majority of the voters did not agree. When the votes were counted, Woodward led the field, but lacked 386 of a required majority. October 15th was fixed as the date for a runover between the veteran city official and Aldine Chambers, runner-up.[1]

In the runover Woodward won a third, though not consecutive term as Atlanta's chief executive. His majority over Chambers was 770, the vote being 5,367 to 4,597. Chambers carried the Fourth, Seventh, Eighth and Ninth wards, Woodward all of the others.[2]

Commented the *Journal* on October 16th:

"Mr. Woodward's victory has a double significance. First, the main plank in his platform was that he would correct what he termed the 'waste and incompetence' of the city government. Second, he was opposed by the evangelical ministers of the city and by the executive committee of the Men and Religion Forward Movement. They made Chief Beavers' action, in closing the 'houses in our midst,' the main issue of the campaign, and Mr. Woodward declared himself in favor of a segregated [red light] district." Maybe Mr. Woodward had more wisdom in connection with this subject than he was given credit for.

New members of council for 1913 were: alderman, James H. Harwell, First Ward; and the following councilmen:

First Ward, no change from 1912.
Second ward, Thomas I. Lynch, general insurance.
Third Ward, Samuel S. Shepard, president, S. S. Shepard Plumbing Company.
Fourth Ward, Claude L. Ashley, engineer, Atlanta Brewing & Ice Company.
Fifth Ward, no change from 1912.
Sixth Ward, Jesse M. Wood, lawyer.
Seventh Ward, A. Reppard Colcord, president, Colcord Lumber Company.
Eighth Ward, William G. Humphrey, vice-president, Robinson-Humphrey Company, bonds.
Ninth Ward, Warren D. White, real estate.
Tenth Ward, John T. Kimbrough, real estate.[3]

The city's ministerial officers remained the same as in 1912.[4]

W. Tom Winn succeeded Howard E. W. Palmer as a member of the Fulton County Commission.[5]

A national Democratic administration, headed by erstwhile Atlanta lawyer Woodrow Wilson, having taken office in March, 1913, a Democrat succeeded to the local postmastership that year. He was Bolling H. Jones, secretary-treasurer, Atlanta Stove Works, who replaced Hugh L. McKee on August 27th.[6]

The City of Atlanta through the years had derived its basic corporate powers from the original charter of 1847. However, the changes effected by the revisions and additions of 1874 and 1913 were so broad that these documents have generally been referred to as new charters.

Between 1874 and 1913 some 60 amendments were added to the charter. Some were discarded after having served a temporary need, but most were retained. The result was such a patchwork that it was often difficult to ascertain just what the law was. A new charter, providing for a commission form of government, was proposed in 1911,[7] but it was rejected by the voters as representing too radical a change in the form of administration. The charter of 1913,[8] which passed muster with the voters, was itself a sweeping revision of the 1874 charter. But while it made no striking departure from traditional form, it introduced numerous specific changes.

The most fundamental change was a further decentralization of administrative power through the creation of more city departments. Direct control over these departments was vested in charter boards, which were composed of one member from each city ward appointed by the mayor and general council. Each board appointed a chief over its department, who in turn nominated all subordinate officers and working forces, subject to the confirmation of the board.

While the duties of these boards were regulated by ordinance and each was given full authority over its department, the final responsibility still rested with the mayor and council through appointive and supervisory powers. The mayor and chairman of the council committee corresponding to the department were *ex-officio* members of the various boards and thereby remained in close contact with departmental activities.

The determination of the electorate to keep control over the city's officials was indicated by the introduction of the initiative, referendum and recall and the provision that such officials as the comptroller and the city attorney be elected by the people.[9]

Prior to about 1910, the residential area known as Capitol View, located three miles southwest of Five Points, was hardly more than truck farm and pasture, owned for the most part by Andrew P. Stewart, "Uncle John" Shannon and the Deckner family. There was no paving, no electric lights, no sewerage, and the 12 charter members of the Capitol View Baptist Church, founded in 1908, went by lantern light to the little frame structure, then on Beatie Avenue.[10]

Between that time and 1913 the section, so named because of the excellent view therefrom of the State Capitol dome, developed rapidly. It was accelerated by realtor William D. Beatie, who created a subdivision and sold homes at modest prices. Utilities were put in and, during 1913, Capitol View became a part of the city and was annexed to the Tenth Ward. The boundaries of the territory thus annexed were: North, A. & W. P. Belt Line; South, Deckner Avenue; East, Stewart Avenue, and West, Sylvan Road.[11]

In late 1912, just prior to annexation, a number of the original Capitol View street names, duplicates of older Atlanta street names, were changed. Oak became Athens Avenue, Poplar became Belmont Avenue, Rock became De Soto Avenue, Seminole became Allene Avenue, McPherson became Erin Avenue, and Elm, Beatie Avenue.[12]

Capitol View has continued to develop and has spread for a considerable distance east of Stewart Avenue. That part of the community was annexed to the city by degrees, partly in 1916, and partly in 1925 and 1926. The Capitol View Masonic Lodge, organized in 1914, built a three-story brick building on the northwest corner of Stewart and Dill avenues in 1921, from which a considerable shopping center has developed. The Capitol View Baptist Church, housed in a substantial edifice since 1927, and located on Stewart Avenue across the street from the Masonic Building, now boasts a membership of well over 2,000.[13]

Whitehall Street, one of the oldest residential thoroughfares in the city, was rapidly becoming commercial from end to end during this period. Anent this development, the *Journal* commented editorially on March 9, 1913:

"In the ever-interesting story of Atlanta's development, there is no richer chapter than that which is now being made by Whitehall Street and its environs. This thoroughfare has always played a distinctive part in the city's life but within the past few years its business expansion, particularly as regards wholesale and industrial enterprises, has been especially marked.

"The territory from the Forsyth Street junction to West End was once a famous residence center. But the homes have given place to the steady march of commerce; and land that was bought and sold for dwellings is now valued on a business basis.

"The nearness of railway and shipping facilities to south Whitehall Street and to its entire vicinity has naturally been attractive to far-sighted manufacturers and merchants. The result is that this part of the city is fast developing into a great manufacturing and wholesale center.

"Its growth has come and is continuing normally, a fact which makes its future all the more certain and abundant. It is gratifying to note, in this connection, that Atlanta is unfolding not in a few favored localities, but through all its length and breadth. Its growth is well balanced and, therefore, well assured. . . ."

Today, only the old O. A. Smith home, at the northeast corner of McDaniel Street, stands to remind the present generation of the vanished glories of Whitehall Street's residential days.

At the opposite end of town from the business section Edwin P. Ansley was developing the Ansley Park Annex. This section, just east of the Ansley Park Golf Club and the Southern Railway belt line, lies along North Boulevard, Flagler Avenue and contiguous streets. As a starter, Mr. Ansley auctioned 25 building lots on June 19, 1913.[14]

At the same time, the downtown and near-downtown skyline was changing. During early 1913 the Ponce de Leon Apartments, opposite the Georgian Terrace, the A., B. & A. freight terminals, at Hunter and Mangum streets, the new Fulton County Courthouse, the Healey Building, the Hurt Building, the Ansley Hotel and the Winecoff Hotel were all in various stages of construction.[15] And the old Capital City Club house at the northwest corner of Peachtree and Ellis streets, built in 1870 as the second John H. James mansion, was torn down in January, doomed by the inexorable march of business.[16]

Probably no major construction project in Atlanta ever got off to a slower start than William T. Healey's great office building. Therefore, the completion of the foundation, on Saturday night, April 20, 1913, was an event to be noted. Commented the *Journal* next day:

"At 9 o'clock last night the last drop of concrete for the foundations of the new million dollar Healey Building was poured out to harden and nearly one hundred men who have worked on the foundations day and night for the past four months threw their hats into the air and cheered for W. T. Collins, superintendent of construction, who has been in charge of the foundation work since it began.

"The wind-up of the work makes it possible for the steel construction to begin immediately. Within the next few days actual work will be started on the building proper, on one of the country's most carefully laid foundations.

"Work on the foundations of the Healey Building really began a long time ago. For months one man and a mule found daily employment in clearing the 120 by 200 foot plot on which the excavation has been made. Then the contract was let to the R. M. Walker Construction Company, and four months ago the work began in earnest.

"Under the able direction of Mr. Collins it has gone forward with painstaking care and under many difficulties because of soil conditions. But now a solid concrete and rock foundation is ready.

"Not once has a man been injured, excepting a few bruised fingers. Not once has one had to stop work on account of injuries, and not once has an arrest been made.

"Seventy wells, averaging sixty feet below the street level, and seven feet square, have been dug for the foundations. Each well was dug until solid rock was struck. Then they were filled with concrete, and on these the gigantic pillars of the 18-story building will rest. In addition to these there are sixteen smaller wells.

"Thirty or forty feet below ground the workmen struck quicksand and water in nearly all of the wells. This was drained off through steam pumps and the work went on with difficulty. It required the greatest of skill to go through the sand and water, and block the streams until the concrete could be laid.

"The immense scale on which the work is being conducted can be realized only after one has climbed down into the big hole in which the foundations are being laid. . . ."

Both the Ansley and the Winecoff were completed and opened during 1913.

The former, named for its builder, Edwin P. Ansley, was opened with considerable fanfare on the evening of June 30th. Reported the local press:

"Atlanta's Four Hundred and Atlanta's four thousand thronged through the massive doorway of the new Hotel Ansley Monday night to attend the formal opening and the reception to Governor John M. Slaton and retiring Governor Joseph M. Brown.

"The executive staff of the city's latest $1,000,000 hotel had spared no effort to make the occasion one of splendid magnificence. The decorations were beautiful, five orchestras played constantly throughout the evening in every part of the glittering edifice, an elaborate banquet was served, favors distributed, everything done to promote the brilliancy of the affair.

"Promptly at 6 o'clock the festivities were begun, and from then on until a late hour of the night the stream of arriving and departing guests was ceaseless. Fully 5000 people must have crossed the threshold during the course of the evening.

"Every room in the hotel was crowded, the mezzanine, the reception parlors, the spacious banquet hall, the rathskeller, the ballroom, the lobby; yet the ingenuity of the management was such that the throng was handled in masterful fashion.

"At 7:30 o'clock the guests sat down to an elaborate dinner in the banquet hall. Seated at the governor's table in the center was his party, consisting of Governor and Mrs. John M. Slaton, ex-Governor and Mrs. Joseph M. Brown, General and Mrs. R. K. Evans, Colonel and Mrs. Van Orsdale, Miss Cora Brown, Mr. McWhorter, of Athens, and Colonel and Mrs. Fred Paxon. An elaborate menu had been prepared and nearly 500 had been served in the dining hall before the evening was over.

"Each guest was given a pretty favor. The men were presented with fobs and lockets, the women with mirrors, all with a miniature of the hotel embossed on the back.

"The pillars of green onyx in the lobby were draped with American flags. Oil paintings of historic spots around Atlanta were frescoed on the walls. Floral offerings from all parts of the country lined the counters. The rathskeller, known as the College Inn, drew a large part of the crowd. Others were fascinated by the Little Shop, where quaint pieces of bric-a-brac, chinaware, jewelry, laces and curios will be placed on sale as a part of the hotel equipment.

"The whole occasion was a distinct success and at its conclusion there were many who extended a vote of thanks to the executive staff: J. B. Pound, president; J. F. Letton, manager; Charles G. Day, assistant manager, and Frank Reynolds, publicity manager. . . ."[17]

Since opening night, forty years have passed, but the Ansley has remained one of Atlanta's leading hotels. For many years it has been an important link in the Dinkler chain. Enlarged and modernized, its name was changed in 1953 to the Dinkler-Plaza.

The opening of the Winecoff, named for its builder, William F. Winecoff, was also accorded favorable comment from the press when that occasion took place on October 30, 1913. Said the *Journal* next day:

"As darkness settled over the city Thursday night the doors of the new Hotel Winecoff were thrown open to the public, while lights flashed from every window in the magnificent structure that has joined Atlanta's string of hostelries which rank with the finest in the south and are second to few in the north and east.

"A few minutes later scores of persons poured in through the doors, and until nearly midnight the hotel was resplendent with incandescent lights and handsomely-gowned women, the atmosphere of carnival being heightened by the strains of an orchestra hidden behind a bank of ferns and green foliage on the office floor.

"The lobby was packed and it was not long before the main dining room was filled and guests began to pour into the attractive rathskeller in the first basement, where a delicious table de hote dinner was served.

"The two elevators carried guests to every floor. Nearly all were attracted by the bridal suite located on the northeast corner of the third floor. It is finished in baby blue against white furnishings and woodwork, while Harrison Fisher drawings, illustrative of love, courtship, marriage, honeymoon and the happy life thereafter, adorned the walls. The two rooms comprising this suite were the subject of most favorable comment.

"The hotel is furnished throughout in mahogany of the colonial style. The lobby is finished in green and white, the mezzanine floor in green and the third floor in brown, these colors alternating by floors to the top story. There is no thirteenth floor in the building, nor does the proverbially unlucky number appear elsewhere.

"Souvenirs of the occasion in the shape of silver drinking cups in handsome leather cases were distributed, while in the rathskeller ten barrels of a frothy fluid, suitable for use in the cups, was given away.

"Every table in the dining room had been reserved and those who failed to make reservations had to wait until the early diners left. Shortly after 10 o'clock the orchestra took its place on the mezzanine floor just outside of the ballroom and dancing was indulged in by the younger contingent until a late hour.

"The hotel is under the management of M. I. and Frank Harrell, who have been widely known as successful hotel men for several years. Frank Harrell, who is in active charge of the hostelry, is but 31 years old, and is said to be the youngest manager of a house the size of the Winecoff in the United States."

What happened at the Winecoff 33 years later, during the early morning hours of December 7, 1946, was in stark and terrible contrast to the festivities of opening night. For on that morning the middle floors of the building were gutted by flames and 119 lives were snuffed out, some by fire, most by suffocation, and many by jumping to the pavement below. Most of the casualties were young boys and girls, in the city to attend a Y.M.C.A. meeting. But also lost were builder W. F. Winecoff and his wife, permanent residents of the building. Non-use of the number 13 did not prevent the Winecoff from becoming the site of America's worst hotel disaster.[18]

For several years the burned-out hotel stood deserted, a tragic monument to 119 departed souls. Then it was completely renovated and in April, 1951, reopened as the Peachtree on Peachtree Hotel. Some 500 visited the new hotel on opening day, and that night it was booked to half capacity.[19]

Shortly before the Ansley and Winecoff opened their doors, the Georgian Terrace received a fine accolade from a renowned guest:

"Savoy Hotel,
London W.C.
May 3rd, 1913.

Mr. Albert R. Keen,
Manager, Georgian Terrace Hotel,
Atlanta, Ga., U.S.A.

Dear Mr. Keen:

Just a word to express to you my appreciation for the good treatment we all had at the 'Georgian Terrace.' The food was excellent, and the Hotel well conducted; everything that could be desired. Will be with you next year. Regards.

Yours sincerely,
(signed) ENRICO CARUSO."[20]

Caruso was expressing the appreciation of all of the Metropolitan Opera singers who had been guests of the hotel during the 1913 opera season. The

Georgian Terrace served as headquarters for Metropolitan personnel each spring for several years thereafter.

In marked contrast to life along Peachtree Street was, and is, Decatur Street, east of Pryor. An unidentified writer for the *Journal Magazine* of May 18, 1913, penned a description of this unique thoroughfare, which, with a few changes, would describe it today. He said:

"Decatur Street is the home of humanity as it is, where the negro is found in his element of fried fish and gaudy raiment, and characters which might have walked through the pages of Dickens or O. Henry, have their joys and their sorrows, and laugh and cry, make love and die, even as their brothers and sisters of Peachtree Street.

"The Champs Elysees of Paris and the Strand of London are celebrated for their glitter and gorgeousness; Broadway, the land of the lobster palace, and the Bowery, the haunt of the tough and the sport, are known as widely as the city which mothers them; Canal Street in Mardi Gras season is the brightest spot of color in New Orleans; tourists to San Francisco seek Chinatown before they do Nob Hill. But there is not one of those whose romance matches that of Decatur Street, nor whose habitues are quainter or more original.

"Here bearded mountaineers from Rabun County brush shoulders with laborers fresh from the Old Country. Jewish shopkeepers pass the time o' day with the clerk of the Greek ice cream parlor next door. The Yankee spieler cries his wares and the Confederate veteran buys 'em, and through it all negroes, yellow, black and brown, thread their laughing, shiftless way, types of the south which could be seen in no other city in the land in all their native picturesqueness. Decatur Street is the melting pot of Dixie.

"Life hums here, for Decatur Street is a kaleidoscope of light, noise and bustle from dawn to dawn. No hour is too early for the fish and 'hot dogs' to be sold, or for a dusky thief to pawn a watch or dispose of a little 'blind tiger'; no time too late for a black mammy to buy a red cotton dress, or a Jew to auction off ten pairs of number twelve shoes.

"Saturday afternoon is the gala day for Decatur Street. The people flock up and down in shoals. The noise of peanut vendors' whistles clash with the gong of the ambulance and the honk of motor cars. The red flag of the auctioneer waves gaily above the checkered trousers which he wears, and over all floats the smell of fried fish, chile con carne, near-beer, steaming clothes in Chinese laundries, stale tobacco smoke, horses and harness, and cheap cologne.

"If you are in a hurry, and have to go down Decatur Street, forget how important your business engagement is. Because there is no use in hurrying. You just can't do it. One thing, the traffic is so congested that you couldn't make quick time even if you had an automobile; and if you have to walk, like the majority, you will find that your fellow pedestrians don't feel at all inclined to hurry. You will soon see that there is nothing to do but fall in with the shiftless tread of the carefree colored folk who make up a vast part of the crowds.

"One of the first impressions that strikes you as you go down this famous street is the number of shoes and boots that exhibit themselves in garlands from store after store. It really appears at first that Decatur Street must be about the largest shoe mart in the world. If the truth were known, the street probably has about as big a shoe trade for two blocks as any street in the country. One reason is that Decatur Street does not depend solely on the local trade, but its largest business probably is from the floating population that helps make this street the busy place it is. The floaters are both whites and blacks, mostly from the rural districts.

"Wagon yards are plentiful further down the street, and it is no uncommon sight to see an old-fashioned prairie schooner, drawn by two mules or a yoke of oxen, amble down this popular highway until the wagon yard is reached. Here the owner decamps with his family, and then starts out to see the sights, which invariably takes the country farmer and his family no farther than the street on which the team was left.

"In these wagon yards, where the white farmers bring their wagons, the detectives have sometimes found a young still, as well as several jugs of 'moonshine,' right from the mountains, which the mountaineer has been careful enough to cover with countless bundles of fodder. The city detectives watch the entrance to these wagon yards from the third floor of the police barracks.

"If they count over six people going up the narrow alleyway inside of five minutes they know something is doing. It was only last fall that an officer counted eleven within four minutes. They filed up the alley and were out again, all talking and laughing. That was a sure sign. With the assistance of two officers he ran across the street and not only arrested the driver of the wagon, but confiscated the remnants of a perfectly good still, to say nothing of three gallons of real mountain dew. The farmer was moving, and had stopped in Atlanta, where he had heard things were dry.

"The pawn shops are another distinctive feature of this paradise for the negroes. On the street they meet old friends, and talk and gossip to their hearts' content. To hear one colored woman greet another, the question invariably is: 'Where you living now?' The question will be answered, and the one spoken to will come back at the questioner with the same interrogation. In this way the negroes let their friends know their new address. This saves them the trouble and expense of using any other advertising medium.

"Decatur Street has been referred to as 'Mullet Avenue.' This cognomen arose from the number of fish dealers that line the street. Fish markets are plentiful, and fish lunchrooms, where fish are fried in front of one's eyes, are found everywhere. The negro must have his fish, and on Saturday night, which is the night-of-all-nights, no negro dares go home without his fish.

"The markets are flooded with fish then to take care of the trade, and about ten o'clock at night enterprising fish dealers have their fish auctions.

"For years, directly across from the police station, a white woman, wearing a black skull cap, played the part of the auctioneer. She could make anyone buy a 'pop-eyed mullet,' as she termed them, if he came within hearing distance of her voice. Bids would start at 25 cents and often go beyond a dollar for three and a quarter pounds of fish, which often included a small red snapper and a couple of other fish that her hands happened to alight on.

"The 'movies' for colored people are nearly all located on Decatur Street, and they have vaudeville, too. The 'artists' are all colored, and their pictures, in the most 'artistic' poses, are shown in front of the theater. One 'high-brown' actress had her pet dog, which always accompanied her to the theater. The little spaniel had its coat embroidered with its mistress' name—just like a Broadway star.

"But the colored people don't take up the whole street by any means. Over half of the business is done by white people—good business men, too. There are grain merchants, drug stores, dry goods stores, tailors, and numbers of pawn shops. These pawn shops are conducted strictly according to law.

"Most of the articles stolen by negroes, as well as by the white criminals, are pawned for cash. This is a fact everywhere. If a negro loses a coat, the first thing he does when he discovers his loss is to hasten to Decatur Street and try to 'beat the rascal to the pawn shop.' Sometimes he catches the man with his coat about to 'soak' it.

"The delicatessen shops on this street are the best in the city, and one shop within a block of the police station boasts of the patronage of many of the grand opera singers for the past three years. The singers, however, were not the stars, nor soloists, but were Italian chorus men, who hailed from the old country, where their fellow-countryman, Victor, the proprietor of the shop, was born. They ate all of their meals there, and would burst out in song, because it was their temperament. The men were known as 'Caruso's Band,' and they explained the title by saying that they sang only in operas with Caruso. 'They helped Caruso,' the proprietor interpreted for them.

"Pat's near-beer place is nearby, and he also runs a pool room. And right here on a rainy day one can find the jovial crowd of men whom 'Curley' calls the 'weather-beaten' crowd. This term was explained as meaning that they were tinners, carpenters, roofing men, etc., who were thrown out of employment on account of the weather. It was then that they frequented the pool room.

"The proprietor is an Irishman who is the most jovial son of old Erin that ever crossed the water. His right-hand man is 'Curley.'

"Decatur Street is the mecca for the bargain-hunter. The pawn shops display trousers of all hues and stripes for $1.98. Nothing is ever shown on this street for plain two dollars or three dollars. The decimal, or fraction, must always be displayed.

"The street camera fakir is a person who makes a livelihood by snapshotting both whites and blacks. All they have to do is to look pleasant, and it is all over. The picture, generally a tintype, is reproduced in the twinkling of an eye."

One local Negro who doubtless had little time for loitering on Decatur Street, or anywhere else for that matter, was Alonzo F. Herndon, proprietor of Atlanta's most historic barber shop.

Herndon came to Atlanta from Jonesboro, Georgia, in 1882, and not long afterward became the partner of Dougherty Hutchins, an ante-bellum Negro barber, in a shop at 11 Marietta Street. Later Herndon opened a shop of his own in the Markham House, which he conducted until that hostelry burned in 1896. After another stint on Marietta Street at the Norcross corner, Herndon opened a much larger shop at 66 Peachtree Street, between Walton and Poplar.

In May, 1913, this shop, running through to Broad, was remodeled and enlarged into one of the finest and most commodious barber shops in the country. Indeed, Herndon traveled over the United States and Europe in search of ideas. The handsome sixteen-foot front doors, of solid mahogany and beveled plate glass, were copied from a pair he had seen in Paris. The new shop measured 24 x 102 feet; boasted 23 chairs, was finished in white marble, and was equipped with bronze electric chandeliers. Prices were modest, 25 cents for a haircut and 5 cents for a shine. Downstairs, bath tub and shower baths could be had, complete with soap and towel, for 25 cents.[21]

Said the *Journal* upon the occasion of the opening of the new shop:

". . . Like the Florentine barber in *Romola,* Herndon has counted among his patrons many of the most notable men of this city and state, for practically a generation past.

"There are supreme court and superior court judges, prominent lawyers, state house officers and ex-state house officers, politicians, ministers, planters, from every city and community in Georgia, who have been making it their regular custom for fully twenty years to visit the Herndon shop when they are in Atlanta.

"They knew Herndon first when he came to Atlanta as a journeyman barber, and got employment in the old Dougherty Hutchins shop that operated for years on the corner where the Empire building now stands. Herndon was efficient, respectful, thrifty. Customers soon began to prefer his chair. At the end of six months he bought a half interest in the business, and it was there he got his start. Herndon's barber shop eventually became a permanent fixture, a landmark in Atlanta. In the course of years it was moved from one location to another, but never more than a stone's throw in one direction or another from Five Points, and the old Herndon clientele has never changed. The patrons who used to go to Herndon's way back in the 80's are still going there.

"The result is that Herndon is today a comparatively rich man. He pays considerably more taxes than any other colored man in Atlanta. He is the only colored man who is the proprietor of a business on central Peachtree. But he is the same 'Lon' Herndon who came here from Jonesboro 30 years ago. Prosperity hasn't spoiled him. . . ."

Alonzo F. Herndon, born a slave in North Carolina, was indeed a good citizen. Before he died, in 1927, he had founded the Atlanta Life Insurance Company, of which his son, Norris B. Herndon is now president. The Herndon Building on Auburn Avenue and the Alonzo F. Herndon Homes, along Gray, Kennedy and contiguous streets, bear his name. And Herndon Barbers, Inc., Sol E. Pace, president, still operates at 68 Broad Street, N.W.[22]

The great Ohio River flood of late March, 1913, resulting in the loss of many lives and property damage to an estimated $50,000,000, met with a generous response from Atlanta.

City Council authorized a contribution of $2,500, largely made possible by Mayor Woodward's action in vetoing an appropriation of $2,000 for an automobile for his use. He refused to accept the auto, directing that the money be used for the relief of flood victims. At the same time the *Atlanta Journal* sponsored a relief fund. Many Atlantans subscribed, with the result that several thousand dollars was sent through the *Journal* to Governor James M. Cox of Ohio.[23] Many years later the Governor was to become the owner of the newspaper that responded so generously in his time of need.

At about the same time Julian Hawthorne, son of the noted author of *The House of the Seven Gables,* Nathaniel Hawthorne, and himself a writer of note, became a temporary resident of Atlanta as a guest of the United States Government.

On Monday night, March 24, he exchanged his name for a number at the Federal prison, and began a sentence of a year and a day for fraudulently using the mails in the sale of Canadian mining stock.

As Register No. 4435, Hawthorne made a model prisoner. His writing ability graced the pages of the prison paper, *Good Words,* in the form of both poetry and philosophy. The noted prisoner's good conduct led to an early release. So it was that on October 15, 1913, carrying a heavy suitcase, three books, ten cigar boxes filled with letters and a heavy cherry cane, Julian Hawthorne strode down the long steps at the Terminal Station to board the 11 o'clock train for New York. It is certain that few in the crowd at the station knew the identity of the white-haired, ruddy-faced old gentleman who wore the startling red necktie.

As he left, Hawthorne told a *Journal* reporter: "It's good to be free. But you see, I have been out in the open ever since I came here. I'm in great shape. Feel that muscle,"and he stuck out a rigid arm. The reporter felt it. It was like a bar of iron, and Hawthorne chuckled at his surprise. "I haven't any definite plans," Hawthorne said. "I'm going home to Albany first of all and see my 17 grandchildren, and then I'm going to New York and see if any of the papers want my stuff." In his pocket was a letter from the *New York Sun.*[24]

In June, 1913, four young Atlanta businessmen met in an office vacated 30 years before by the occupant of the White House, Woodrow Wilson. The office, in 1913, belonged to Ivan Allen, junior partner of the firm of Fielder & Allen, office equipment and supplies, corner Marietta and Forsyth streets. Meeting with Mr. Allen on this occasion were Henry W. Grady, Jr., son of the noted orator and editor; Evelyn Harris, a son of the creator of "Uncle Remus," and Howard Geldert, an insurance man with a great interest in boys' work and scouting.

The purpose of the meeting was to explore the possibility of organizing a Rotary Club in Atlanta. Together the four conferees handpicked a list of 32 Atlanta businessmen and sent out invitations to a meeting at the Chamber of Commerce to be held July 2, 1913. Meanwhile, Allen wrote to Chesley R. Perry, then and for many years following Secretary of Rotary International, and to Glenn C. Mead, then President of Rotary International. These men officially named Ivan Allen as the organizer for Rotary in Atlanta.

At the July organizational meeting, Hubert W. Anderson, of Maier & Berkele, was elected first president of the Atlanta Rotary Club; Henry W. Grady, of the Southern Engraving Company, was chosen vice-president; Howard Geldert, secretary, and W. S. Lounsbury, of the Travelers' Bank & Trust Company, treasurer. Mr. Allen declined to offer for any office, but was made Chairman of the Board of Directors, which was composed of Ivan Allen, Hubert W. Anderson, Albert S. Adams, Charles D. Atkinson, E. H. Cone, Ben Lee Crew, R. L. Foreman, Howard Geldert, E.H. Goodhart, Henry W. Grady, George M. Greene, W. L. Halstead, Evelyn Harris, L. D. Hicks, Fred Houser, Francis E. Kamper, J. H. Lewis, W. S. Lounsbury, Paul R. Reese, and W. B. Seabrook.

Attorney Lee Jordan was asked to secure a Superior Court charter for the club. On August 1, 1913, Ivan Allen received a charter from the national office in Chicago, and Club No. 79 was officially recognized. The first roster included 54 names.

The six objects of Rotary are:

To encourage and foster:

1. The ideal of Service as the basis of all worthy enterprise.
2. High ethical standards in business and professions.

3. The application of the ideal of Service by every Rotarian to his personal, business and community life.
4. The development of acquaintance as an opportunity for Service.
5. The recognition of the worthiness of all useful occupations and the dignifying by each Rotarian of his occupation as an opportunity to serve society.
6. The advancement of understanding, good will, and international peace through a world fellowship of business and professional men united in the ideal of Service.

Motto: "Service Above Self—He Profits Most Who Serves Best."

From the start the Atlanta Rotary Club has been an active organization. Early in its history it undertook a successful campaign to raise funds for the Associated Charities. Not long afterward it developed plans for helping the young boys of Atlanta, especially those who had to work—a program which has continued and developed through the years. Indeed, shortly after the death of Albert S. Adams, second president of the Atlanta Club, and in 1920 President of Rotary International, which occurred in 1926, it was decided to establish a lasting memorial to him. It took the form of a Boy Scout camp, called the Bert Adams Boy Scout Reservation, in operation at Vinings since 1927.

Throughout the years since 1913, Rotary has been a vital force in the growth of the community. Membership in the local club has grown to nearly 400. Several years ago founder Ivan Allen wrote the following précis of Rotary, which has been widely used not only in Atlanta but throughout Rotary:

"ROTARY IS NOT:

A Social Club
A Debating Society
A Chamber of Commerce
A Religion
A Lodge
A Church Society
A Trade Association
A Money Raising Organization
A Gridiron Club
A Resoluting Club

ROTARY IS:

A large group of one leader from each of the professions or one executive from each kind of business.

They meet regularly once a week [on Mondays in Atlanta] during the lunch hour and cultivate each other's acquaintanceship and exchange information.

Your selection as a member means that you have been picked to represent your business or profession,

BECAUSE:

1. You are a gentleman who will fit in with the leaders in other businesses and professions.
2. You pay your debts not only in dollars but to your family, your community, and to your business or profession.
3. You are a leader of men and an executive and outstanding in some activity and interested in community life."[25]

For many years past there has been no more popular spot in Atlanta during the football season than Georgia Tech's Grant Field. The school, however, was a quarter of a century old before it acquired a stadium worthy of the name. That is was able to make a substantial start in that direction was made possible by the generosity of John W. Grant, long a trustee of Tech. His gift of $15,000 for a new athletic field in April, 1913, was announced by President K. G. Matheson, who said:

"Mr. John W. Grant has for years been a friend of the school and in his quiet way has more than once substantially manifested his interest. Recently, he became impressed with the vital importance of healthful exercise for students, realizing with his usual good judgment that the sound body is necessary for the sound mind.

"Mr. Grant was not primarily interested in an athletic field solely for the training of athletic teams, but a field of sufficient dimensions and equipment for athletic exercises on the part of every student in the college.

"Therefore, when the school's athletic field was recently doubled in size, and the board of county commissioners of Fulton County did the magnificent work of grading which has produced a field unequalled in the South, Mr. Grant's interest became concrete, and he has just informed me that he will give $15,000 toward equipping the field and putting it in condition for immediate use. With his usual good judgment he wishes first for the field itself to be put in first-class condition by installing cinder track, football gridirons, baseball diamonds and tennis courts; and afterwards that the matter of grandstands and fencing be considered.

"As always, Mr. Grant is unostentatious in his generosity, and attached no condition whatever to his gift, but the board of trustees of the school, in grateful appreciation of his generosity, has decided to memorialize the field by calling it 'The Hugh Inman Grant Field,' in memory of Mr. Grant's deceased son.

"This is another evidence of the philanthropy and good citizenship of Mr. Grant. In connection with the splendid and appreciated work done by the commissioners, he has made it possible for all time to come to conserve the health of the students of Georgia School of Technology by providing an adequate field for their physical development. The school and the state thank him."[26]

Thus was Grant Field born and christened.

Though its great football seasons were yet to come, Atlanta had by 1913 become quite a baseball town. The Atlanta Club, then as now, called "The Crackers," was headed by three well-known Atlantans. They were Frank E. Callaway, lawyer, president; Charles T. Nunnally, overall manufacturer, vice-president, and Augustus J. Ryan, a son of pioneer dry goods merchant John Ryan, secretary.

The Southern League had been organized in 1901, and the Atlanta franchise was then offered to some Atlanta men who refused the tender. It was then given to Abner Powell, of New Orleans, who, with the team played the 1901 season at Selma, Alabama. In 1902 Powell moved the franchise to Atlanta, where for the next few seasons home games were played at Piedmont Park. Powell sold the club to local interests at the end of the 1904 season and soon thereafter headquarters were moved to Ponce de Leon Park.

The "Crackers' " average position for their first eleven seasons in the league was fourth, although in 1907 and 1909, under the management of William A. "Billy" Smith, they won the pennant. Two Southern Association innovations, as the 1913 season began, were a limit of $300 per month on players' salaries, and a concentrated effort upon the part of managers to develop younger players.[27]

It is interesting to note that Abner Powell, the Southern League's first Atlanta franchise holder, lived to the age of 92, dying in New Orleans in August, 1953. He is credited with introducing the "rain check" and "ladies' day," both in New Orleans in 1887.[28]

On February 19, 1913, the John M. Smith Company, now Atlanta's largest Chevrolet dealers, then local distributors of Pierce-Arrow, Chalmers and Hupmobile automobiles, and since 1869, manufacturers of fine carriages, put a dramatic period to the carriage era as a factor in local transportation. Said the *Journal* on that occasion:

"Time is passing. Twenty-five phaetons, victorias and sulkies, which had a value of $30,000 in their day, were burned Wednesday afternoon as kindling wood.

"In their time the victorias had a value of from $1500 to $2000, and even the sulkies sold at a dear price. Fifteen years ago they were the height of fashion, but Wednesday they were uselss except to build a fire.

"For years they had been stored back of the shop of John M. Smith, 122 Auburn Avenue. But the shop, which had been the market place for victorias and phaetons since the days when fashion took its outings along the driving paths, changed with the times, and became a shop for motor cars. With this change the uselessness of the carriages daily became plainer, and recently the storage house in which they had found an asylum, was selected as the site for a three-story building—a brisk, modern, stirring building where limousines shall take the place of victorias and runabouts shall serve in the stead of sulkies.

"Even the owners had no use for the old vehicles which they had caused to be stored away; carriage makers had no need of them, and the junk man decided that such archaisms were valueless to his profession.

"No single person of high or low degree could find a use for vehicles that once had been the fashion-makers, the beaux and fine figures of their time. What had been prized luxuries had grown into worn-out relics that made a bothersome clutter and took to themselves room needed for the newer inventions and furnishings of today.

"So the carriages were chopped up, piled in heaps, and burned as so much trash.

"It was like burning a part of the past. In one crackling pile was the three-wheeler in which Dr. [F. D.] Thurman used to take the air. He had this built of a special fashion to suit his pleasure, and it came to be an oddity of the city. Instead of the usual seat, he furnished an upholstered chair and placed in front of it a dashboard of twice the usual height.

"In another pile was a victoria owned by the late John M. Hill. Burning merrily along with this dignified old aristocrat was a spider phaeton, very fashionable in its day, the property of Wilmer L. Moore. Lighting another fire was a brougham owned by Mrs. Hunter Smith. Burning alongside the brougham was a carriage owned by the late Governor Allen D. Candler, in which he often drove in state. And rubbing shoulders with the governor's carriage was a special trotting sulkey to which Joe Kingsberry drove fine trotting horses along the driving paths."

Later in the year, on December 13th, the founder of the firm, John M. Smith, aged 81, died at his home on Lucile Avenue. He was born in Ireland and moved with his family to Canada as a lad. In 1869 he moved to Atlanta and set up as a carriage manufacturer. Within a few years everyone came to know that a Smith carriage was one with every bolt of steel and every spoke of hickory.[30] The last of its breed was sold to ex-Congressman and Senator-to-be Tom Watson in 1913.[31] Today the John Smith Company, one of Atlanta's oldest, is headed by John E. Smith, only surviving son of the founder,[32] and by his son Hal L. Smith.

In the rail transportation field, Atlantans benefitted from new services inaugurated in the latter part of 1913. On November 3rd the Southern Railway's new de luxe Chicago-Jacksonville train, the "Royal Palm," arrived on its initial southbound trip, loaded with passengers from the north and west.[33]

At 5:27 A.M., on November 29th, the first car started from Alabama and Pryor streets on the new Stone Mountain interurban line. The cars were scheduled hourly, with a 25-cent basic fare for a one-way trip, although commutation tickets were available at a lower rate. The new line also handled freight and express.[34]

A few days later, on December 8, the "Dixie Limited," another Chicago-Jacksonville train, pulled into Atlanta for the first time over the N. C. & St. L. Railway and departed over the Central of Georgia. It was a companion train to the "Dixie Flyer," in service since 1892.[35]

A long overdue change in the local judicial system took place in 1913, when, on August 20th, an Act of the Legislature was approved providing for the abolishment of justice of the peace courts within the city limits of Atlanta, and the substitution therefor of a Municipal Court.[36]

During June, 1913, a tentative bill providing for the change was prepared by a committee appointed by the Atlanta Bar Association, composed of Walter McElreath, chairman, Judge Arthur G. Powell, Judge Spencer R. Atkinson, L. C. Hopkins, Edgar Watkins, Van Astor Batchelor, Arthur Heyman, Shepard Bryan, Lee M. Jordan, Arminius Wright, Jesse M. Wood, and William A. Fuller. Mr. Fuller was chosen secretary of the committee and he spent considerable time in collecting data relating to municipal courts in other cities, including Chicago, New York, Buffalo, Cleveland and San Francisco.[37]

Some two weeks before the necessary legislation was passed, the *Journal,* in an editorial captioned, "A Blessed Riddance," said:

> ". . . Long ago the shortcomings and, in some instances, the grave wrongdoings of the 'J.P.' system in Atlanta grew intolerable. The best of magistrates were handicapped by conditions so deep seated [among them the fee system of compensation] and prevalent as to make reform, however earnestly undertaken, impossible. The system itself was inherently wrong and foolish. To the most capable and conscientious officials it was a hindrance to good service, while to the incompetent and unscrupulous it was a source of continuous blunders or unlimited graft. Among the strongest advocates for the abolishment of this system, it should be noted, were Justices of the Peace who were personally experienced in such courts and who were honest enough to speak freely of what they knew. . . ."[38]

On December 31, 1913, the day before the J.P. courts ceased operation and the Municipal Court took over, the *Journal*, in an informative article, said:

"The justice of the peace system in Atlanta, established when the city was known as Marthasville, will be history Thursday morning, and a municipal court by which many of the evils of the old system are believed to have been eliminated, will take its place.

"The new court will be opened with appropriate exercises at 10 o'clock in the morning at the main offices in the Temple Court Building, Alabama and Pryor streets.[39] After the exercises the new court will get down to business, for there are approximately 2000 cases, brought over from the dying justice courts, already on the calendar.

"The passing of the justice court system in Atlanta displaces eight justices: Edgar H. Orr, Charles H. Girardeau, Fred M. Powers, O. H. Puckett, A. A. Owen, W. T. Jordan, Don K. Johnston and James B. Ridley. The latter is the only justice to be named a judge of the municipal court. A place in the marshal's office has been provided for Judge Puckett, but all of the others are without positions.

"Judge Girardeau declares he is going to take the fifty or more bailiffs who lose their positions by the passing of the system, and journey to Mexico to 'clean up for Huerta.'

"The five justices who will sit in the new court are Eugene D. Thomas, chief judge; L. F. McClelland, James B. Ridley, T. O. Hathcock and Luther Z. Rosser, Jr.

"Judge Rosser will deal entirely with criminal business, and he will have his office in the Thrower building in the quarters formerly occupied by Judge Orr. Judge Rosser, the youngest of the several judges, will also get the bulk of the 'marrying business' because of the proximity of his office to that of the ordinary, where licenses to wed are issued. He will have Clerk Jones and Deputy Marshal Dan Goodlin in his office.

"The other four justices will sit on civil business in the central offices in the Temple Court. The clerk of the court is T. C. Miller, while the chief marshal is W. T. Buchanan. There will be nine deputy marshals, and about fifteen attaches to the clerk's office. . . .

"The new court varies from the justice system in many details, the principal one being that all officials work under a salary[40] instead of the fee system. The municipal court has jurisdiction in civil cases involving amounts up to $500, while the jurisdiction of justice courts covered only $100.

"Edgar Watkins, president of the Atlanta Bar Association, has issued a call for all attorneys to attend the ceremonies with which the new court will be opened. Mr. Watkins will act as master of ceremonies and there will be short addresses by Governor John M. Slaton, Judge John T. Pendleton, senior judge of the superior court; Clifford L. Anderson, Walter McElreath, who drew the bill establishing the court and who introduced it in the legislature, and by Eugene D. Thomas, chief judge of the new court."

The Atlanta Fire Department lost its fifth and sixth members in action during 1913, when J. L. Gillespie, of the chemical crew, and Charles Dougherty, of Engine House No. 9, on Central Avenue, were killed.

Gillespie, 27, son of D. F. Gillespie, superintendent of Grant Park, lost his life and two of the finest engine horses in the department were killed—all because of a cloud of dust.

Before dawn on the morning of February 26th, a policeman walking his beat at the corner of Trinity Avenue and Whitehall Street saw what he believed was smoke pouring from the upper windows of a building at 140-142 Whitehall. What he saw was a cloud of dust. The structure was being remodeled, and its rear wall, supported by jacks, had collapsed a few minutes before he turned the corner.

The officer turned in an alarm and soon the fire department was on the scene. A squad from Chemical Company No. 1, including Gillespie, penetrated to the rear of the dust-choked structure in search of a blaze before they discovered the fallen wall. Realizing the danger of the other tottering walls, they began to retreat. Gillespie, who was carrying a short ladder, brought up the rear. Just as the entrance was reached, the front wall of the building fell in, trapping Gillespie under tons of brick. None of his companions received a scratch.

A hose wagon, drawn by one of the finest teams in the department, was parked nearby, and at the crash of the falling wall the horses became panic-stricken. When clouds of dust swirled toward them from the wreckage, they wrenched the reins from their driver and plunged headlong into an adjoining building, injuring themselves so badly that they had to be killed.[41]

Fireman Dougherty, 32, was killed less than two weeks later. On March 7th, while fighting a roof fire at 363 Washington Street, he fell against a live wire and was electrocuted.[42]

As in other years, a number of old citizens died during 1913. Among them were Dr. Wayne Sims, a practicing physician in the Peachtree District and Buckhead area for 55 years; Captain William Greene Raoul, native of Livingston parish, Louisiana, railroad builder, former president of both the Central of Georgia and Mexican National railroads, a prime factor in the formation of the Associated Charities, the Anti-Tuberculosis Association and in the establishment of the Battle Hill Sanitarium; Dr. Francis H. Orme, a pioneer homeopathic physician, resident of Atlanta since 1861, and a great-grandson of the noted Dr. Joseph Priestly; Minor L. Braden, of near Stone Mountain, a pioneer De Kalb resident and a veteran of the Mexican War and the War of the 60's; Thomas J. Kelly, a native of Albemarle County, Virginia, scholar, school teacher, and for many years advertising and publicity manager of the *Constitution,* father of Eugene Kelly, retired official of The Coca-Cola Company; Alton Angier, son of pioneer citizen Dr. N. L. Angier, died in Washington, D. C., where he had long held a government position; J. D. Kilpatrick, lawyer, a native of Putnam County, former state senator and president Atlanta Bar Association during 1912; Peter Francisco Smith, a noted member of the Atlanta bar, born in Campbell County near Palmetto, Confederate veteran and one of the founders of the A.T.O. Fraternity; John W. Rollo, retired contractor, a pioneer citizen of West End and a Confederate soldier; Nathaniel C. Spence, old-time Atlanta carriage manufacturer, a native of Scotland, and father of Attorney George C. Spence; William L. Bryan, a bugler under Joe Wheeler, C.S.A., and a jeweler by trade, who for many years had the contract for winding the old courthouse clock; Joseph Thompson Orme, a leading southern financier, vice-president of the Lowry National Bank, treasurer of numerous organizations, a brilliant conversationalist and a noted after-dinner speaker. The announcement of Mr. Orme's death, at 53, and his picture, shared front page space in the *Atlanta Journal* of March 31, 1913, with the death notice and a picture of J. P. Morgan, the elder.[43]

Others were W. R. Shropshire, merchandise broker, a native of Coweta County and a resident of Atlanta since 1867; the Rev. Dr. Walker Lewis, born in Washington, Wilkes, noted Methodist minister, a former pastor of both Trinity Methodist and the First Methodist Church in Atlanta; Judge Adam S. Poole, for a quarter of a century justice of the peace in the Lakewood section, born at the "old Poole settlement" in South Fulton County, a grandson of pioneer settler Adam Poole; the Rev. George Gilman Smith, D.D., died at Macon, Methodist minister, scholar and historian, son of Dr. George G. Smith, pioneer Atlanta physician and postmaster; the Rev. G. W. "Uncle Watt" Morris, 92, superannuated Methodist-Protestant preacher and a member of one of the oldest families in the Cedar Grove section of De Kalb County; Charles W. Seidel, native of Pennsylvania, Confederate soldier, former secretary to Alexander H. Stephens, and extensive local property owner; Sidney H. Phelan, born in Montgomery, Alabama, well-known business man, a charter member of the Capital City Club and a director of the Cotton States and International Exposition of 1895; Nathaniel P. T. Finch, died in Birmingham, Alabama, where he was an editorial writer on the *Age-Herald,* formerly a part owner and editor of the *Atlanta Constitution,* a Union veteran of the War Between the States; E. O. Reagin, former tax collector of De Kalb County; William F. Stokes, a native of Ireland, a resident since 1867 and Atlanta's pioneer wholesale fruit dealer; Dr. C. D. Coker, a doctor of medicine and a prominent veterinary surgeon; James E. Carlton, founder of the old Carlton Shoe & Clothing Company, died from injuries received when he was accidentally thrown from a train; Austell Thornton, prominent and enthusiastic horseman, a son of Albert E. Thornton, Sr., and brother of Albert E. Thornton, Jr.; Isaac Steinheimer, pioneer Jewish merchant and a prominent and long-time Mason; Captain Jesse Parker Williams, born in Wayne County, North Carolina, Confederate soldier, naval stores operator and president and principal owner of the Georgia, Florida & Alabama Railroad; L. J. "Uncle Luke" Wood, old-time west Fulton County farmer and land owner, son of pioneer settler Elias Wood; Judge William C. Horton, an old citizen of northwest Atlanta and justice of the peace of Cook's District for many years; Jerome Silvey, prominent wholesale dry goods merchant; Pellegrino Pelligrini, a native of Barga, Italy, well-known as a terra-cotta manufacturer, at time of death, president of Artificial Architectural Stone Works; Thomas L. Bishop, born in Newton County, a prominent member of the local bar; Julian L. Murphey, sports editor, *Atlanta Journal* and formerly a stellar athlete of Gordon Institute, Barnesville, Georgia; Morris Wiseberg, a resident since 1867 and a pioneer in the manufacture of ladies' garments in the South; the Rev. John B. Robins, veteran Methodist minister and former pastor of both Trinity and Park Street in Atlanta, fatally stricken while guest preaching at the First Methodist Church in Elberton, Georgia; Malvern Hill, well-known attorney, born in Newnan, Georgia, and ex-city councilman; I. N. Nash, of Stone Mountain, tax collector of De Kalb for 16 years; Professor William M. Janes, pioneer Atlanta school teacher; Charles B. Gaskill, a graduate of old Oglethorpe University, extensive realty owner and noted curio collector; Colonel William S. Thomson, born at Summit Point, West Virginia, a Confederate soldier under both "Stonewall" Jackson and Jeb Stuart, a resident of Atlanta since 1873 and member of the law firm of Candler, Thomson & Hirsch; Judge Jeptha N. Langston, old-time justice of the peace, member Gate City Guard and Fulton Dragoons, came to Atlanta in 1848 from Campbell County; and Mrs. Mary E. Bryan, died at Clarkston, a gifted novelist and poet, who made her bow through the columns of the *Southern Temperance Crusader* and later contributed regularly to the *Sunny South*.[44]

Saturday, April 26, 1913, was a holiday in Atlanta and in the South. It was the day set aside years before upon which to honor the veterans of the Confederacy, both living and dead. The usual Memorial Day parade made its way from the center of the city to Oakland Cemetery. Flowers were placed on soldiers' graves and the speaker of the day, Dr. Charles E. Lee, of Macon, held forth eloquently.[45]

Meanwhile a gruesome crime was being committed in the four-story brick and stone building, occupied by the National Pencil Company, and located at 39 South Forsyth Street, between Alabama and Hunter streets. The crime and the grim drama to which it gave rise, lasting more than two years, was not, as a murder case, historically important. But the "Leo Frank case," as it came to be called, had noteworthy implications.

Among the hundred or so employees of the pencil factory, a large number of whom were female, was Mary Phagan, lacking a month of being 14 years old, but physically well developed for a girl of her age. She was born in Marietta, but for some time had resided with her mother and step-father, Mr. and Mrs. J. W. Coleman, at 146 Lindsey Street, near Bellwood (now Bankhead) Avenue. Mr. Coleman was a carpenter.[46]

Mary's job at the factory was to attach metal tips to pencils, her place of work being in the metal room on the second floor. The factory supply of metal was exhausted on Monday, April 21st, so Miss Phagan did not report for work any more that week. She had $1.20 due her, however, and since Saturday noon was pay time, she ate an early dinner of cabbage and bread on the 26th and boarded a street car for downtown with the dual purpose of collecting her money and watching the Memorial Day parade, advertised for 2 o'clock.[47]

Mary reached the factory shortly after noon, saw the Jewish superintendent, Leo Frank, in his office on the second floor, and asked for her pay envelope. At that time there was no other person on the office floor of the building, and no others in the factory except two workmen on the fourth floor. Frank was later to testify that he delivered the pay envelope, containing $1.20; that Miss Phagan asked if the metal had come; that he replied in the negative, and that she then left his office. There was no evidence that Mary Phagan was ever seen alive by any one after that.[48]

About 3 o'clock Sunday morning, Newt Lee, the Negro night watchman for the factory, discovered Mary's lifeless body in the basement of the building near the rear door and furnace, and reported the matter to the police by telephone. Death had apparently been produced by strangulation, from a strong cord that was tightly bound about the throat. An eye was discolored from a blow, there was a gash on the head and minor bruises on the body. Physicians who examined the body said that death had occurred twelve to fifteen hours earlier. On the floor near the body were found two rudely scrawled notes. One of them, written on brown paper, read as follows: "Mom that negro fire down here did this when i went to make water and he push me down a hole a long tall black negro did it i right while play with me." The other one, written on a white scratch pad, bore this statement: "He said he would love me, laid down play like the night-witch did it, but that long tall black negro did boy hisself."[49]

Newt Lee was taken into custody for questioning, but denied all knowledge of the crime, as did Leo Frank. Indeed, Frank expressed a desire to ascertain the identity of the murderer, and to that end participated with his company in employing detectives. He likewise testified at length before the coronor's jury, denying any knowledge of the perpetrator of the crime, and purporting to give all information at his command leading to the detection of the criminal.[50]

Lee testified at the inquest and later at the trial, that when he arrived at the factory for duty around 4 P.M., on April 26th, Frank told him to go out and have a good time, but to return by six o'clock. When he returned shortly before that hour, Frank was changing the slip in the time clock and seemed to be nervous. Also, that around seven that night, Frank called from home to inquire whether everything was all right at the factory, a thing which he had never done before. No amount of questioning was to shake Lee's testimony.[51]

Meanwhile the murdered girl was laid to rest in the Citizens' Cemetery at Marietta, where sometime later the Marietta Camp No. 763, United Confederate Veterans, erected a neat but modest marker at the head of the grave.[52]

As the investigation went feverishly on, complicatd by many gratuitous offers from citizens generally, both male and female, to help out, Frank and Lee, the two chief suspects, were detained in Fulton County jail. Solicitor General Hugh M. Dorsey began an independent probe.

By May 11th the Atlanta city detectives made public their theory of how and why the crime was committed:

That Mary Phagan arrived at the pencil factory between 12 and 12:10 o'clock on Saturday, April 26; that within a short time after she arrived there she was lured to the metal room on the second floor, where she worked; that the big doors of this room were closed, making it almost impossible for the two men working on the fourth floor to hear any outcries; that she was overpowered and assaulted.

That the assailant, realizing that he had committed a crime which would cost him his life if it became known, argued with her to keep silent; that when she reiterated her intention to tell he struck her a terrific blow in the left eye, causing her to fall against the handle of the lathe (on which strands of her hair were found); that the back of her head struck the lathe handle, rendering her unconscious and producing a wound from which the blood flowed freely; that the assailant then secured a cord and looped it around her neck, after which he dragged her into one of the small dressing rooms nearby, placing papers or some old garment beneath her head to catch the flow of blood; that the door to the dressing room was closed, and the assailant went away believing that the girl was dead or dying.

That later in the afternoon when there was no one else in the factory he returned, and either carried or dragged the body to the elevator which he ran to the basement; that the peculiar motion of the elevator or the slackening of the loop-knot in the cord about the girl's neck resulted in her partially regaining consciousness; that when the assailant observed this he tightened the cord around her neck and dragged her by it over into the rear end of the semi-darkened basement; that he then tore the white hem from the child's underskirt and knotted it about her neck to make doubly sure that she would be effectively strangled; that he then pulled the staple from the fastening in the rear door, either with the intention of later removing the body from the premises to the alley in the rear of the factory, or for the purpose of making it appear that the murderer entered and left the building by this door.[53]

This general theory stood up pretty well throughout the subsequent trial of the case.

On May 19th a new character entered the grim drama, publicly at least. James Conley, Negro sweeper at the pencil factory had been arrested a couple of weeks before, when found washing a shirt, thought to be bloody, on the premises. He had been sweated by the officers, but up to this time, had not been seriously considered as a suspect. Conley was a dissolute, shiftless character, several times in and out of the chain gang. He was to be the principal and most damaging witness against Leo M. Frank.[54]

Exactly four weeks following the murder of Mary Phagan, May 24th, Leo M. Frank was indicted for the crime by a Fulton County grand jury. The indictment did not include Newt Lee, who was merely ordered held in custody. Frank entered a plea of not guilty.[55]

The accused certainly had no criminal background. He was born in Paris, Texas, on April 17, 1884, and, at the age of three months, was taken by his parents to Brooklyn, New York. Here he attended public schools and prepared for college at Pratt Institute. He entered Cornell University in the fall of 1902, from which he graduated in 1906 with a degree in mechanical engineering. Frank then accepted a position as draftsman with the B. F. Sturdivant Company in Massachusetts. After six months he returned to Brooklyn to accept a position as testing engineer and draftsman for the National Meter Company, of that city. In mid-October, 1907, at the request of some Atlanta citizens, he came South to confer with them relative to the establishment and operation of a local pencil factory. Thinking well of the venture, Frank went to Europe, where he spent nine months studying the pencil business and looking after the testing and erection of the machinery previously contracted for. He returned to America in August, 1908, coming directly to Atlanta, where he had since resided as superintendent of the pencil factory. Later he was married to Miss Lucile Selig, daughter of Mr. and Mrs. Emil Selig, of 68 East Georgia Avenue, with whom he lived at the time of the pencil factory murder.[56]

Chief counsel for Frank was Luther Z. Rosser, Sr., then 54, a native of Gordon County, Georgia, and a member of the local bar since 1883. During the 30 years of his Atlanta practice, Mr. Rosser had gained renown both as a criminal and civil advocate. He likewise had a reputation as an expert in the examination of witnesses. On June 22nd Reuben Arnold, ten years Rosser's junior, but equally as well-known, entered the case for the defense, announcing that he wouldn't defend a man accused of such a crime unless sure of his innocence.[57] Also associated with the defense was a still younger attorney, Henry A. Alexander, a member of one of the oldest and best Jewish families in the city.

The prosecution was in charge of and vigorously handled by Solicitor General Hugh M. Dorsey, then a 42-year old crusading law enforcement officer. He was assisted by Frank A. Hooper, Sr., a native of Floyd County and himself an able practitioner of the law.

Presiding at the trial, which began on Monday morning, July 28, 1913, was Judge Leonard S. Roan, of Fairburn. The judge was born in Henry

County, near Griffin, in 1849, son of a well-to-do planter. After graduating from the old Fayetteville Academy, he read law for a year under Peter Francisco Smith and later in the law office of Cincinnatus Peeples and John D. Stewart at Griffin. In 1869 he was admitted to the bar and, in 1870, opened a law office in Fairburn. For about three years, beginning in 1883, he practiced in Atlanta with Luther Z. Rosser, as senior partner of the firm of Roan & Rosser. In 1902, Roan was appointed by Governor Joseph M. Terrell, judge of the Stone Mountain Circuit, which then included the criminal division of Fulton Superior Court.[58]

The jury was composed of 11 married men and one single man, and included one bank teller, one bookkeeper, one real estate agent, one manufacturer, one contractor, one optician, one railroad claim agent, one mailing clerk, 2 salesmen and 2 machinists.[59]

The present Fulton County courthouse being under construction, the trial was held across the street in the old Chamber of Commerce Building—City Hall, on the northeast corner of Pryor and Hunter.

The defense was based upon complete innocence on the part of Leo M. Frank and absolute guilt on the part of James Conley, the Negro sweeper. The prosecution, on the other hand, did not attempt to show that Frank laid his plan to kill Mary Phagan long in advance, but merely to show that he injured her accidentally or otherwise, and then deliberately tied the cord about her neck and left her to choke to death so that she might never regain consciousness and tell what he had attempted.[60]

The trial attracted tremendous spectator interest. Said the *Journal* on August 1st, anent this feature:

"A court room where a man is on trial for his life is a strange place for a picnic, yet from 12:30 to 2 o'clock every afternoon the room where the Frank trial is taking place has all the appearance of the pavilion at Grant Park on a hot July Saturday.

"The benches are spread with boxes and sacks, sandwiches, chicken, cake, all the other essentials of a picnic lunch save ice-cold lemonade, are passed about from man to man, and the noon hour dinner is eaten with as much good-natured laughter as if there was never such a thing in the world as a murder trial.

"True, most of the table conversation is of the latest testimony, and if there are after dinner speeches made they are sure to take a theoretic turn. But the afternoon session is an aid rather than a hindrance to digestion.

"There are even some people who do not eat. They had rather go hungry than leave the court room and lose a coveted seat.

"As a result there is not much chance for any specator who comes to the trial in the afternoon with the hope of getting in. The benches are never deserted, and those who come at 7 o'clock in the morning are sure to stick until 5 in the afternoon.

"Thursday at noon relief came to the hungry ones. A small red-headed boy slipped by the guard with a big basket on his arm.

"He had hardly gotten inside the courtroom and opened his mouth to shout 'sandwiches!' before the spectators fell upon him.

"In five minutes he was stripped of his load. What matter if he charged four bits apiece for pieces of mince pie? There was not a purchaser who kicked. It was worth half a dollar to retain one's seat and be well fed at the same time."

The testimony most damaging to Leo Frank was given Monday, August 4th, by Jim Conley. In substance it follows:

He arrived at the factory the same time as Frank, at 8:30 Saturday morning, April 26th, and that Frank asked him to keep watch downstairs, as he expected some women callers. Frank had an arrangement with him that when he stamped his foot Conley was to lock the factory door to prevent any intrusion and when he whistled Conley was to open it. Conley saw Mary Phagan come in and he heard her footsteps as she left Frank's office. A few minutes later he heard a scream and then he dozed off. The next thing he heard was Frank stamping his foot. He then locked the door and when Frank whistled he unlocked it and went upstairs. Frank was trembling, and he told Conley that he wanted to be with the little girl, but she refused him and he struck her. She fell and hit her head against something, but he didn't know how badly she was hurt. Frank asked him to go and bring her up. Conley found her in the metal room, about 200 feet from Frank's office, with a cloth tied about her head and neck. With Frank's assistance he removed the body to the basement and left it there. The two then returned to Frank's office, where Conley wrote, at Frank's dictation, the two notes which were found beside the body. Frank took a roll of money from his desk, gave Conley $200 and told him to go and burn the body with a lot of trash in the basement. When Conley refused to do this Frank took the money back again.[61]

Every moment of the time that Conley was on the stand his face was the object of Frank's eye. The Negro kept his gaze averted from Frank, but the defendant, apparently unmoved by the terrible accusations of the witness, continued to look him straight in the eye. Afterward Frank characterized Conley's testimony as "the vilest and most amazing pack of lies ever conceived in the perverted brain of a wicked human being."[62]

Yet, all of the skill of counsel for the defense, failed, on cross examination, to break down Conley's testimony in any substantial particular. The defense introduced a large number of character witnesses for the prisoner and several factory employees whose testimony tended to discredit Conley's story about Frank's intrigue with women. The prosecution introduced other witnesses, also including some factory employees, whose testimony tended to support Conley's story.[63]

Finally, on August 18th, it came time for the accused to make a statement upon his own behalf. He denounced Conley's story as a complete fabrication. He said that after Mary Phagan had received her wages she had left his office and that was the last he had seen of her. He gave a complete account of his movements on Saturday and showed that he was engaged in the preparation of a financial report during the greater part of the afternoon. His statement was remarkable for its directness and simplicity. In closing he said:

"Gentlemen, I know nothing whatever of the death of little Mary Phagan. I had no part in causing her death nor do I know how she came to her death after she took her money and left my office. I never even saw Conley in the factory or anywhere else on April 26, 1913. Some newspaper men have called me 'the silent man in the tower' and I kept my silence and my counsel advisedly until the proper time and place. The time is now; the place is here; and I have told you the truth, the whole truth."[64]

When Frank stepped down after making his four-hour statement, his wife and mother were in tears and spectators and jury sat spellbound. Said one man, "Frank acquitted himself. No man could talk like he did and lie."[65]

After concluding arguments by both sides the case went to the jury on Monday morning, August 25th. The twelve men who had sweated out 29 hot days in court and an equal number of hot nights in hotel rooms deliberated four hours, and through their foreman, F. E. Winburn, brought in a verdict of "Guilty." Leo Frank was sentenced by Judge Roan, on August 26th, to be hanged at the Fulton Tower on October 10th. He received the sentence like a stoic and looking the judge squarely in the eye, said: "Your honor, I say now as I have always said, I am innocent. Further than this my case is in the hands of my counsel."[66]

The trial had been the longest and most expensive in the criminal annals of Fulton County. The stenographic record alone ran to 1,080,060 words.[67] And it is certain that no local trial, before or since, has created more excitement or played so strenuously upon human emotions. Said attorneys Rosser and Arnold upon its conclusion:

> "We deem it not amiss to make a short statement, as the attorneys of Leo M. Frank, to the public.
>
> "The trial which has just occurred and which has resulted in Mr. Frank's conviction, was a farce and not in any way a trial. In saying this, we do not make the least criticism of Judge Roan, who presided. Judge Roan is one of the best men in Georgia and is an able and conscientious judge.
>
> "The temper of the public mind was such that it invaded the courtroom and invaded the streets and made itself mainfest at every turn the jury made; and it was just as impossible for this jury to escape the effects of this public feeling as if they had been turned loose and had been permitted to mingle with the people.
>
> "In doing this we are making no criticism of the jury. They were only men and unconsciously this prejudice [against Frank] rendered any other verdict impossible.
>
> "It would have required a jury of stoics, a jury of Spartans to have withstood this situation.
>
> "The time ought to come when this man will get a fair trial, and we profoundly believe that it will.
>
> "The final judgment of the American people is a fair one. It is sometimes delayed in coming, but it comes.
>
> "We entered into this case with the profound conviction of Mr. Frank's innocence. The result has not changed our opinion. Every step of the trial has intensified and fortified our profound conviction of his innocence."[68]

No one can gainsay the fact that Luther Rosser and Reuben Arnold did everything within their power to save their client.

An appeal was taken immediately, but on October 31, the motion for a new trial was denied by Judge Roan.[69] This ruling was affirmed on appeal to the Supreme Court of Georgia by a divided vote (4 to 2) on February 17, 1914.[70] On March 7, Frank was resentenced to die on April 17.

Then the *Atlanta Journal,* which had thus far refrained from any editorial comment, on the case, spoke its piece in a full two-column editorial on March 10, 1914. Titled "Frank Should Have a New Trial," the editorial said in part:

". . . The *Journal* cares absolutely nothing for Frank, or for those who were engaged in his defense or prosecution. If Frank is found guilty after a fair trial, he ought to be hanged and his case should be made a horrible example to those who would destroy human life, for generations to come. . . .

"Leo Frank has not had a fair trial. He has not been fairly convicted and his death without a fair trial and legal conviction will amount to judicial murder.

"We say this with a full understanding of the import of our words and the responsibility that rests upon us in making this appeal. We do so, not in disrespect for the court or the lawyers or the jury. They did the best they could with the lights before them. We honor them for faithfully performing a most unpleasant duty as they saw it.

"But this we do say without qualification: it was not within the power of human judges and human lawyers and human jurymen to decide impartially and without fear the guilt or innocence of an accused man under the circumstances that surrounded this trial.

"The very atmosphere of the courtroom was charged with an electric current of indignation which flashed and scintillated before the very eyes of the jury. The courtroom and streets were filled with an angry, determined crowd, ready to seize the defendant if the jury had found him not guilty. [Frank was in the Fulton Tower, not the courtroom, when the jury brought in its verdict.] Cheers for the prosecuting counsel were irrepressible in the courtroom throughout the trial, and on the streets unseemly demonstrations in condemnation of Frank were heard by the judge and jury. The judge was powerless to prevent these outbursts in the courtroom and the police were unable to control the crowd outside.

"So great was the danger that the Fifth Regiment of the National Guard was kept under arms throughout a great part of the night, ready to rush on a moment's warning to the protection of the defendant. The press of the city united in an earnest request to the presiding judge to not permit the verdict of the jury to be received on Saturday [it was received on Monday] as it was known that a verdict of acquittal would cause a riot such as would shock the country and cause Atlanta's streets to run with innocent blood. Under such indescribable conditions as these, Frank was tried and convicted. Was a fair trial, under such circumstances, possible? . . .

"The evidence on which he was convicted [all circumstantial, but on the strong side] is not clear. Suppose he is hanged and it should develop that the man was innocent as he claims? The people of this state would stand before the world convicted of murdering an innocent man by refusing to give him an impartial trial. Such a horrible thing is unthinkable. And yet it is possible; yea an absolute certainty that we are going to do that very thing unless the courts interfere.

"Ought Frank to have a new trial? The question carries its own answer:

"Let Justice be done, though the Heavens fall."

The *Journal* editorial, obviously written with a feeling of deep conviction, did not win a new trial for Frank. But it brought a new character into the drama. Thomas E. Watson, long an arbiter of Georgia's violent politics, previously silent in connection with the case, read the editorial and jumped in head first. Through the columns of *The Jeffersonian,* which he edited, he demanded to know what right newspapers had to dictate to the courts. He attacked Frank's character unmercifully, and seized the opportunity to drag the case into politics.[71]

On April 16, 1914, a stay of execution was obtained on an extraordinary motion for a new trial, which was denied, and the case was then carried to the United States Supreme Court on a writ of error. This was decided against the prisoner on December 7, and two days later Frank was sentenced for the third time, to be hanged on January 22, 1915. Before that date the case came before the Supreme Court again on an application for a certificate of reasonable doubt, which was dismissed on April 19, 1915.[72]

Frank was left without further resort in the courts. His attorneys then applied to Governor John M. Slaton for a commutation of his sentence to life imprisonment. On May 31, there was a hearing before the State Prison Commission, which submitted a divided report on June 9, two of the members being opposed to the application and one in favor of it. The matter was up to Governor Slaton.[73]

For the next twelve days the Governor reviewed the record in the case thoroughly and thoughtfully. During that time he received a thousand and his wife at least a hundred letters, threatening them with death and the destruction of their home if the sentence should be commuted. On the night of June 20, Governor Slaton worked in his downstairs library until 2 o'clock, preparing a statement and drawing the order. When he went upstairs, Mrs. Slaton asked, "Have you reached a decision?" "Yes," replied the Governor. "It may mean my death or worse, but I have ordered the sentence commuted." Mrs. Slaton kissed him and said, "I would rather be the widow of a brave and honorable man than the wife of a coward."[74]

More than a year before, Judge Roan had written a letter which was submitted to the Governor by his attorneys. He said, in part:

". . . I shall ask the prison commission to recommend, and the Governor to commute, Frank's sentence to life imprisonment.

"It is possible that I showed undue deference to the opinion of the jury in this case, when I allowed their verdict to stand. They said by their verdict that they had found the truth. I was still in a state of uncertainty, and so expressed myself.

"After many months of continued deliberation I am still uncertain of Frank's guilt. This state of uncertainty is largely due to the character of the negro Conley's testimony, by which the verdict was evidently reached. . . ."[75]

The letter may have been written in contemplation of death, for the Judge passed away in a New York hospital on March 23, 1915.[76]

Slaton could have easily passed the decision to his successor, Harris, for his term ended on June 22. This he did not choose to do. His careful study of the case led him to the following conclusion:

"The performance of my duty under the Constitution is a matter of my conscience. The responsibility rests where the power is reposed. Judge Roan, with that awful sense of responsibility, which probably came over him as he thought of that judge before whom he would shortly appear, calls to me from another world to request that I do that which he should have done. I can endure misconstruction, abuse and condemnation, but I cannot stand the constant companionship of an accusing conscience, which would remind me in every thought that I as Governor of Georgia, failed to do what I thought to be right. There is a territory 'beyond a reasonable doubt, and absolute certainty,' for which the law provides in allowing life imprisonment instead of execution. This case has been marked by doubt. The trial judge doubted. Two judges of the Supreme Court of Georgia doubted. Two judges of the Supreme Court of the United States doubted. One of the three prison commissioners doubted.

"In my judgment by granting a commutation in this case, I am sustaining the jury, the judge and the appellate tribunals, and at the same time am discharging that duty which is placed on me by the Constitution of the State."[77]

The commutation was announced on June 21. The night before Frank had been sent by rail from Fulton Tower to the State Prison at Milledgeville in custody of Sheriff Wheeler Mangum.[78] His stay there was destined to be troublesome and short.

Tom Watson, through the columns of the *Jeffersonian,* began a ruthless attack on the Governor, declaring that he had sold out to the Jews and calling on the mob to lynch Frank and "get the Governor."

All day during the 21st the mob spirit was rife on the streets of Atlanta. As a precautionary measure two companies of the National Guard, under command of Captain Asa Warren Candler, and an extra detail of county police were sent to Governor Slaton's residence at Buckhead with orders to protect him, his family and his property. The action was timely for already a mob lay in the woods behind the estate. They first made a frontal attack at the main entrance, but the soldiers drove them off by using the butts of their guns as clubs.

That night the mob sent a small detail across Peachtree Road and set fire to a small shack by way of a diversionary action. Captain Candler saw through the ruse, sent a squad to cope with the first, and kept most of his men on guard. After the mob had been in the woods several nights, Candler and his men made a frontal attack and captured 26 men together with some dynamite and a number of pistols. These men, mostly in their late teens and twenties, were subsequently indicted, tried and punished as rioters. No harm, incidentally, came to Slaton or his family.[79]

On Saturday night, July 17, 1915, as he lay asleep on his cot in the prisoner's dormitory at Milledgeville, Leo Frank was assaulted by William Creen, a fellow prisoner serving a life sentence for murder from Columbus. As a result Frank's throat was slashed, almost fatally, by a butcher knife Creen had smuggled in from the kitchen. A few days later Creen explained to Governor Harris that he tried to kill Frank because he thought that in so doing he would rid the prison of a man whose presence imperiled all of the inmates.[80]

One month to the day after the Creen attack and before he had fully recovered from his wound, the curtain went down permanently for Leo M. Frank.

Shortly after 10 P.M., Monday, August 16, twenty-five men in eight automobiles, presumably from Marietta or the vicinity thereof, arrived at the State Prison in Milledgeville. All were heavily armed; some were masked. None spoke except their leader. They went to work with quiet, unhurried precision. Wires to the outside were cut. The superintendent and the warden were detained in their homes. The few guards on duty were overpowered but not hurt. Five men entered the building where Frank was sleeping.

He was picked up bodily, carried out and put in the back seat of one of the automobiles. During this ordeal he uttered not a word—was only heard to groan. The whole process took less than 10 minutes, after which the grim caravan disappeared into the night in the direction of Atlanta.[81]

At 7 o'clock Tuesday morning, the 17th, W. J. Frey, a former sheriff of Cobb County, residing on the Marietta-Roswell Road, two and a half miles east of Marietta, saw four automobiles pass rapidly along the road in front of his house. Half an hour later he drove into Marietta and there learned that Frank's body had been found hanging from a small oak on the former sheriff's own land and within a stone's throw of his gin house.[82]

An excited crowd, men, women and children soon gathered in the grove where the body of the lynched man, a white handkerchief over his face, swayed in the wind. Only the timely arrival of Newt A. Morris, former judge of the Blue Ridge Circuit, and a sterling citizen of Cobb County, prevented a gory scene. Even as the Judge arrived, a man in a frenzied passion shook his fist at the body and yelled: "They won't put any monument over you. They are not going to get you. They are not going to get a piece of you as big as a cigar!"

Judge Morris pushed through the crowd, and standing on a slight rise addressed the assemblage. "Whoever did this thing left nothing more for us to do. Little Mary Phagan is vindicated. Her foul murder is avenged. Now I ask you, I appeal to you, as citizens of Cobb County, in the good name of our county, not to do more. I appeal to you to let the undertaker take it."[83]

The judge prevailed. An undertaker's wagon had arrived. The body was cut down by a couple of Negroes, put in a basket, and loaded on the wagon which was driven off rapidly in the direction of Marietta. Judge Morris and Attorney John Wood, of Canton followed in an automobile. At the entrance to the National Cemetery, just inside the city limits, the auto caught up with the wagon. The basket containing the body was hastily transferred to the auto, and with Wood driving, a record run to Atlanta was made. At Marietta and Ashby streets the dust-covered auto was met by Greenberg & Bond's funeral car in which the body was conveyed to the city.[84]

Throughout the 17th Frank's body was viewed by thousands of persons, who walked single file, under police supervision, through the mortuary of Greenberg & Bond at Houston and Ivy streets. At midnight that night it was shipped via the Southern Railway to New York, for funeral and interment at Mount Carmel Cemetery, Brooklyn.[85]

By coincidence both ex-Governor Slaton and Mayor Woodward, of Atlanta, were in San Francisco at the time of the lynching. On the 18th, Governor Slaton, addressing the California Civic League declared he would prefer to have Frank lynched by a mob than have him hanged by judicial mistake, because "one reached the soul of civilization, the other merely reached the body." On the same day, addressing the Calfornia State Assessor's Association, Mayor Woodward declared that Leo M. Frank suffered the "just penalty for an unspeakable crime."[86]

The press of the nation, generally, was vehement in its denunciation of the lynching. So was Georgia Governor Nathaniel E. Harris. He launched an official investigation. But the identity of the 25 men who made the round trip from Marietta to Milledgeville on the night of August 16-17, 1915, was never discovered. The case became a *cause célèbre* in liberal circles throughout the country. Its repercussions in Georgia lasted for a long time.

NOTES—CHAPTER 91

[1] *Alanta Journal,* Sept. 26-Oct. 3, 1912.
[2] *Ibid.,* Oct 16, 1912.
[3] *City Directory,* 1913.
[4] *Ibid.*
[5] Cooper, *Fulton County,* 710.
[6] Record Postmasters, Fulton.
[7] *Ga. Laws,* 1911, pp. 556-641.
[8] *Ibid.,* 1913, pp. 507-604.
[9] Miller, ed., *Atlanta,* 47-48.
[10] Albert Riley, "Capitol View Section Gains in Business," *Atlanta Constitution,* Sept. 28, 1947.
[11] Records, City Planning Commission; *Ga. Laws,* 1912, p. 568.
[12] Records, City Planning Commission.
[13] *Ibid.;* Riley, "Capitol View," *loc. cit.*
[14] *Atlanta Journal,* June 15, 1913.
[15] *Ibid.,* Feb. 9, 1913.
[16] *Ibid.,* Jan. 2, 1913.
[17] *Ibid.,* July 1, 1913.
[18] *Ibid.,* Dec. 7, 1946.
[19] *Atlanta Constitution,* Apr. 16, 1951.
[20] *Atlanta Journal,* May 25, 1919.
[21] *Ibid.,* May 15, 1913; city directories, 1881-1913.
[22] "Garrett's Necrology."
[23] *Atlanta Journal,* Mar. 28-29, 1913.
[24] *Ibid.,* Mar. 25, May 1, Oct. 15, 1913.
[25] Williams, *Ivan Allen,* 78-89; Cooper, *Fulton County,* 806-808.
[26] *Atlanta Journal,* Apr. 13, 1913.
[27] *Ibid.,* Apr. 6, 1913; *Atlanta Constitution,* Apr. 14, 1950.
[28] *Atlanta Journal,* Aug. 7, 1953.
[29] Omitted.
[30] *Atlanta Journal,* Dec. 14, 1913.
[31] "When the Speed Limit Here Was 5 Miles An Hour," *Atlanta Journal Magazine,* Sept. 30, 1923.
[32] The others were the late Morton and Ralph Smith, both well-known newspaper men.
[33] *Atlanta Journal,* Nov. 3, 1913.
[34] *Ibid.,* Nov. 29, 1913.
[35] *Ibid.,* Dec. 9, 1913.
[36] *Ga. Laws,* 1913, p. 145.
[37] *Atlanta Journal,* June 15, 1913.
[38] *Ibid.,* Aug. 8, 1913.
[39] Present site of the Jefferson Hotel. The present Fulton County Courthouse was then under construction.
[40] Originally set at $3600 per annum for the chief judge; $3000 for the others.
[41] *Atlanta Journal,* Feb. 26, 1913; Fred Denton Moon, "Atlanta's 19 Fire Heroes," *Atlanta Journal Magazine,* Mar. 12, 1933.
[42] *Atlanta Journal,* Mar. 7, 1913.
[43] "Garrett's Necrology."
[44] *Ibid.*
[45] *Alanta Journal,* Apr. 26, 1913.
[46] 141 *Ga. Reports,* 249; *City Directory,* 1913.
[47] 141 *Ga. Reports,* 249.
[48] *Ibid.*
[49] *Ibid.;* R. Cornelius Raby, *50 Famous Trials* (Washington, D. C., 1937), 287-288.
[50] 141 *Ga. Reports,* 249-250.
[51] *Atlanta Journal,* Apr. 30, 1913.
[52] "Garrett's Necrology."
[53] *Alanta Journal,* May 11, 1913.
[54] *Ibid.,* May 19, 1913.
[55] *Ibid.,* May 24, 1913.
[56] From "Frank's Complete Statement," *Atlanta Journal,* Aug. 19, 1913.
[57] *Atlanta Journal,* June 22, 1913.
[58] *Ibid.,* Mar. 24, 1915.
[59] *Ibid.,* July 28, 1913.
[60] *Ibid.,* July 27, 1913.
[61] *Ibid.,* Aug. 4, 1913; Raby, *50 Famous Trials,* 289-290.

[62] *Atlanta Journal,* Aug. 4, 1913.

[63] *Ibid.,* Aug. 5-18, 1913.

[64] *Ibid.,* Aug. 19, 1913.

[65] *Ibid.*

[66] *Ibid.,* Aug. 26, 1913.

[67] *Ibid.*

[68] *Ibid.*

[69] *Ibid.,* Oct. 31, 1913.

[70] 141 *Ga. Reports,* 243.

[71] Steed, *Georgia: Unfinished State,* 239.

[72] Raby, *50 Famous Trials,* 291.

[73] *Ibid.*

[74] *Atlanta Journal,* Nov. 21, 1943.

[75] Quoted, Cooper, *Story of Georgia,* III, 443.

[76] *Atlanta Journal,* Mar. 24, 1915.

[77] Quoted, Cooper, *Story of Georgia,* III, 444.

[78] *Atlanta Journal,* June 21, 1915.

[79] *Ibid.,* June 22-30, 1915; Cooper, *Story of Georgia,* III, 445.

[80] *Atlanta Journal,* July 18, 24, 1915.

[81] *Ibid.,* Aug. 17, 1915.

[82] It has been said that the original intention of the mob was to hang Frank either in the Marietta cemetery near Mary Phagan's grave, or in the town square, but that daylight caught the party before arrival at either place, and that a compromise on location had to be made. It was also reported that Frank was given an opportunity to confess before being hanged, but that he refused to do so, maintaining his innocence to the last.

[83] *Atlanta Journal,* Aug. 17, 1915.

[84] *Ibid.*

[85] *Ibid.,* Aug. 18, 1915.

[86] *Ibid.*

CHAPTER 92

1914

JAMES G. WOODWARD continued as mayor of Atlanta during 1914, but as usual the first of the year brought some new blood to Council. Newly elected aldermen were:

Second Ward, Charles H. Kelley, wholesale grocer.
Third Ward, C. Columbus McDonald, retail grocer.
Fourth Ward, Albert D. Thomson, real estate.
Seventh Ward, Jesse W. Armistead, linotype operator, *Atlanta Journal*.
Eighth Ward, John S. Owens, banker.

The new councilmen were:

First Ward, Charles B. Alverson, grocer.
Second Ward, no change.
Third Ward, no change.
Fourth Ward, Alexander W. Farlinger, real estate.
Fifth Ward, Jesse B. Lee, manager Lee Tile & Construction Company.
Sixth Ward, no change.
Seventh Ward, Simeon L. Dallas, real estate.
Eighth Ward, Frank H. Reynolds, general insurance.
Ninth Ward, no change.
Tenth Ward, no change.[1]

The beginning of the year saw no change in Atlanta's ministerial officers.[2] During the year, however, Nash R. Broyles, veteran judge of the Recorder's Court, was elected to the Court of Appeals. A warm contest was had for the office of recorder, and in a runover, George E. Johnson defeated John Y. Smith, retiring representative from Fulton County in the Georgia Legislature.[3]

The new recorder was no stranger to local law-enforcement circles, for he had, in former years, rendered valiant service as a police commissioner. Judge Johnson was born in Richmond, Virginia, and was brought to Atlanta by his parents as a boy of seven, in 1866. For 26 years he was a candy manufacturer, and in this connection his generosity will long be remembered. Every Christmas he extended a blanket invitation to all the poor children in the city to come to his place for a Santa Claus bag of candy. And though they came by the hundreds, none ever went away empty-handed. In 1886, Judge Johnson was married to Miss Eleanor Morgan, daughter of David Morgan, a pioneer Atlanta harness manufacturer.[4]

Johnson made his debut on the bench at police station on Wednesday, November 18, 1914, and a new name began to reign in Darktown. "Jedge Briles" had lost his terror to the Negro heart when "Jedge John'sing" arrived. Said the *Journal* on the occasion of the debut:

". . . Fines and fun, sternness and shrewdness, mirth and mercy in equal mixtures marked the new recorder's first day on the job. His first fine was $10.75 for reckless driving, his first bond was $500 for larceny, his first dismissal was an old Negro well-digger, his first innovation was that of swearing in defendants in every case.

"Word had gone forth in Darktown that this was the first day of 'de new jedge' and at 8:30 o'clock Wednesday morning a flock of blacks roosted on the benches in the courtroom.

"To a sibilant chorus of 'Dar he come!' Judge Johnson entered the courtroom promptly on time, his arm locked in Sergeant Hewell's, his escort, behind him a blue wave of policemen. As the new recorder bowed his head slightly to the crowd, spectators and court officers alike stood up and cheered. He was introduced by Bailiff George Cornett. After a short speech, he donned gold-rimmed spectacles, and, flanked by Councilman Jesse Lee and his old friend Dr. Amos Fox, went to work. . . ."

All of the incumbent ministerial officers of both Fulton and De Kalb counties were re-elected in 1914.[5] The gubernatorial contest of that year, a three-cornered race between Nathaniel E. Harris, of Macon; Dr. L. G. Hardman, of Jackson County, and J. Randolph Anderson, of Savannah, President of the State Senate, resulted in the election of Harris.

The governor-elect, who took office in late June, 1915, was a native of Tennessee, a Confederate veteran and a graduate of the University of Georgia. While a member of the General Assembly in 1885 he took the lead in the passage of the act establishing Georgia Tech, and served as chairman of its Board of Trustees for 30 years. During the campaign for Governor he delivered, despite his 69 years, a total of 162 speeches. Nat Harris was the last Confederate veteran to serve as Governor of Georgia, and was also one of the oldest men ever elected to the office.[6]

Many notable physical developments took place in the Atlanta of 1914. Walker Street and Nelson Street, southwest of the Terminal Station, were rapidly being transformed from residential into business streets. John W. Grant and James L. Dickey built large homes on Pace's Ferry Road.[7] The new Y.M.C.A. building on Luckie Street was completed at a cost of $373,524, in October, giving Atlanta one of the finest buildings of its kind in the country.[8] The Ford Motor Company, in January, purchased a tract of land on Ponce de Leon Avenue just east of the Southern Railway, from John S. Owens, and proceeded with the erection of an assembly plant.[9] This plant, from which Model T's began to roll in 1915, continued in operation until World War II, when the Government took over the building. It was succeeded in 1947 by the present $7,000,000 plant at Hapeville.[10] Produce Row, in the recently completed L. & N. Terminal Building on Central Avenue, was completed and occupied early in the year.[11]

The residential section known as Boulevard Park had its inception in 1914, when, on August 20, Dr. Henry L. Wilson sold to the North Boulevard Park Corporation 64¾ acres lying east of Piedmont Park and the Southern Railway and north of Tenth Street and Virginia Avenue for $77,812.50. This tract, only two and a half miles from the center of the city, had long lain dormant, cut off by the valley of Clear Creek. A bridge was soon built across the railroad and the creek, connecting the land with Piedmont Park. The promotors, headed by Aquilla J. Orme, for whom Orme Circle was named, subdivided the property and sold it at approximately $10,000 per acre. Thus a new and desirable residence section was created.[12] The city limits were extended, so as to include the area, by Act of the Legislature approved August 14, 1914.[13]

The present Fulton County Courthouse, designed by A. Ten Eyck Brown and the firm of Morgan & Dillon, upon which work was begun in August, 1911, was formally opened to the public and dedicated on Tuesday, September 8, 1914. Said the *Journal* on this occasion:

"The Fulton County courthouse was formally opened to the public on Tuesday, and throughout the day numbers of citizens inspected the new building, which is the handsomest courthouse in the South and one of the largest and costliest in the nation.

"The formal exercises were conducted in the spacious courtroom of Judge Ben H. Hill, and its capacity was taxed by the interested citizens, among them many ladies.

"S. B. Turman, of the county commission, presided, and in the course of his remarks stated, that despite the cost of the new building, $1,250,000, exclusive of the rent of temporary quarters during the three years required to erect the structure, the county has issued no bonds, and hopes, at a meeting this month to reduce the tax rate from 85 to 80 mills.

"After a prayer by Bishop Warren A. Candler, General Clifford L. Anderson, of the county commission, made the presentation speech. After sketching the history of the courthouses of the county and the need for the big building, he called attention to some of the unusual features. The courthouse, which is 120 by 250 feet, has more floor space than the state capitol. In the building are fourteen courtrooms besides the space for the many offices. The building has a complete heating, air cooling and ventilating system of its own. Every exposed bit of metal in the entire building is of the finest type of bronze.

"Judge W. D. Ellis, who responded for the bench, was applauded when he said that the judges are going to make every effort, by strict disciplinary measure if necessary, to keep the floors and walls of the handsome structure immaculate. After a short but eloquent talk Judge Ellis ended with the prayer that the building will be in fact as well as name 'a temple of justice.'

"Edgar Watkins, president of the bar association, spoke for that organization and he touched interestingly on the criticisms sometimes directed towards lawyers and the judges which are to occupy the new building. Generally, he said, it is the system which should be criticized, and for that the legislative bodies, not judges and the lawyers, are responsible.

"In the course of his address, Mr. Watkins touched on the part of the people generally in the making of their laws through representatives and their administration through the judges, and spoke of the importance of having on the bench judges of courage who will be unaffected by any popular clamor. As terrible as is lynch law, he says, it is more terrible when the spirit of a mob can enter a courtroom.[14]

"Other speakers were Mayor James G. Woodward, Mell R. Wilkinson, president of the Chamber of Commerce, and A. P. Stewart, tax collector, who responded for the county officials.

"Before the conclusion Chairman Turman introduced Mrs. R. T. Brooks, regent of the Piedmont Chapter, D.A.R., which has presented a handsome state flag to the county, which will fly from the courthouse.

"Following the exercises the county officials remained in their various offices to act as host during the day to those who desired to inspect the building. . . ."

Earlier in the year, on Sunday, January 11, one of the oldest and most picturesque residential landmarks in Fulton County was destroyed by fire—the cupola-topped home of Mr. and Mrs. Thomas B. Felder, in the midst of an 8-acre tract on the west side of Howell Mill Road just north of Collier Road.

The fire was discovered by servants late in the afternoon, when long tongues of flame were seen leaping up from the cupola. Only a small part of Mrs. Felder's jewelry and a little silverware were saved, the total loss being about $30,000. The old home, on a commanding eminence, was built by the late Judge Clark Howell in 1868. It was purchased by the Felders about 10 years before the fire, they having added several rooms.[15] The site is now occupied by several recently built small homes.

Since real estate has been the foundation upon which so many Atlanta fortunes have been built, it may be interesting to note the identity of the larger local owners of real property in the last so-called "normal" year—just before World War I. The following list of individuals and firms paying taxes on $100,000 or more of Atlanta real estate is taken from a list compiled from the tax records and published by Forrest and George Adair in 1914.

Adair, F. & G.	$452,000
Adair, George W.	114,200
Alexander, John W.	113,500
Alfriend & Aiken	111,000
Andrew, L. C., Mrs.	276,000
Ansley Hotel & Investment Co.	185,000
A. B. & A. R. R.	162,600
Atlanta Brewing & Ice Co.	341,600
Atlanta Gas Light Co.	515,000
Atlanta Nat. Bank	550,000
Atlanta Terminal Co.	1,032,000
Atlanta Theater	155,000
Atlanta Trust Co.	124,500
Atlanta Compress Co.	136,550
Atlanta Ice & Coal Corp.	219,000
Austell, F. C., Mrs.	165,700
Austell Heirs	165,000
Avery, T. J.	166,800
Bingham, Grace G.	$118,000
Boynton, Cole Realty Co.	187,000
Brandon, Hattie I.	257,700
Brietenbucher, Philip	188,500
Brotherton, W. H., Est.	110,300
Brown, Joseph E. Co.	476,400
Brown, Julius L. Est.	111,200
Brown-Randolph Co.	200,000
Calhoun, F. P. & Andrew	$116,800
Central Ry. & Bkg. Co.	240,000
Central Realty Co.	370,000
Clarke, T. M. & R. C.	103,800
Clarke, T. M.	453,500
Coca-Cola Company	1,673,700[16]
Coker, F. M. Sr., Est.	152,000
Collier, G. W. Est.	575,000
Collier, Turner	130,000
Connally, E. L. Dr.	342,500
Continental Gin Co.	164,800
Cooledge, T. J. & A. K., Est.	106,500
Cooper, Hunter, Mrs.	156,700
Cox, Kate, Mrs.	252,000
Crichton, J. P., Est.	141,000
Crumley, Scales & Wright	198,000
Crumley, W. M., Mrs.	113,000
Daniel Bros. Co.	$203,600
Daniel, John B.	160,200
Davis, Oscar, *et al.*	180,000
DeGive, L. Est.	552,600
Dickey, J. L., Est.	125,500
Druid Hills	174,175
Eagan, J. J.	$205,700
Eagan, M. V., Mrs.	238,000
Eiseman Bros.	160,000
English, J. W., Sr.	346,100
Erskine, M. A., Mrs.	120,000
Exposition Cotton Mills	369,850
Farlinger, A. W.	$106,140
Fitten, M. T., Mrs.	110,000
Fourth Nat. Bank	500,000
Frank, M.	126,600
Fulton Bag & Cotton Mills	534,000
Fulton Properties Co.	257,000
Gammon Theological Seminary	$100,000
Gatins, Joseph F.	425,000
Gatins, Joseph F., Sr.	125,950
Georgia Realty Co.	160,025
Georgia R. R. & Banking Co.	730,500
Georgia Ry. & Power Co.	1,024,500
Georgia Terminal Co.	384,400
Glenn, John T., Est.	121,500
Goldsmith, J. W.	173,450
Gould, E. F., Est.	142,000
Grant, Annie I.	167,000
Grant Construction Co.	500,000
Grant Investment Co.	100,000
Grant, John W.	748,200
Grant, W. D., Mrs.	648,800
Gray, M. I., Mrs.	215,000
Greenfield, D., Est.	419,100
Grove, E. W.	172,025
Gunby, E. H., Mrs.	170,500
Hayden, H. E., Mrs. Est.	$264,032
Healey Real Estate & Improvement Co.	941,000
Healey, W. T.	112,573

Hemphill, W. A. Est	$155,500
High, J. M., Mrs.	265,500
Hirsch Bros.	156,000
Hopkins, J. R.	103,100
Houston, Powell & Crockett	122,000
Huntley, L. S., Mrs.	118,975
Huntley & Burckhardt	115,000
Hurt, Joel	507,600
Hurt, Joel, Mrs.	102,500
Inman, E. H.	$403,800
Inman, J. V. D., Mrs.	350,000
Inman, S. M.	857,500
Jones, D. C., Est.	$127,750
Jones, F. F.	299,000
Journal Bldg. Co.	150,000
Kimball House Co.	$600,000
King Realty Co.	245,000
Kiser, W. H. & J. F.	639,300
Lamar, E. T., Mrs.	$306,510
Lochrane, Josephine, Trustee	101,600
Louisville Property Co.	165,000
Lynch, John J.	174,000
McArthur-Jennings-Bateman	$110,000
McBurney, E. P.	149,100
McBurney & Wright	150,000
McGehee, C. C.	219,500
Majestic Co.	$160,000
Miller Real Estate & Ind. Co.	140,000
Moore, W. A. Realty Co.	107,000
Murphy, Anthony, Est.	141,500
Murphy, John E.	405,100
Mutual Building Co.	220,000
New Ware Furniture Co.	$154,000
Payne, J. Carroll	$437,400
Payne & Hayne	143,000
Peck, J. C., Est.	167,400
Pendleton, John T.	124,300
Peters Land Co.	696,600
Peters, M. J., Mrs.	100,000
Phelan, S. H.	177,100
Piedmont Hotel Co.	675,000
Rawson, W. A., Est.	$166,500
Realty Investments	194,350
Realty Trust Co., Special	103,500
Realty Trust Co.	251,100
Rhodes, A. G.	785,950
Rhodes-Wimpey-Haverty	120,000
Rice, Frank P.	209,200
Richardson, Hugh	389,425
Richardson, J. I., Mrs.	350,000
Ridley, R. B., Mrs., Est.	108,300
Rosenkrantz, Rebie	181,500
Rosser, L. Z.	194,800
Rosser & Armistead	105,000
Rosser & Blalock	149,200
Rowland, George T.	105,000
Ryan, John, Est.	277,700
Seaboard Air Line R. R.	$248,000
Silvey, John, Est.	220,000
Slaton, Sarah G., Mrs.	494,700
Smith, Hoke	269,000
Smith, John A.	106,100
Smith, Peter F., Est.	123,700
Souders, B.	103,300
Southern Bell Tel. Co.	229,400
Southern Ry., A. & C. Division	199,800
Southern Railway	896,900
Steele, K. W., Mrs., Est.	161,000
Swift, B. M., Mrs.	115,200
Thrower, M. L.	$173,500
Thurman, M. G., Mrs.	231,000
Title Guarantee & Trust Co.	575,600
Traynham, W. L.	211,500
Trust Co. of Ga.	550,000
Trust Co. of the South	218,000
Venable, S. H. & W. H.	$120,000
Viaduct Place	450,000
Whitehead, J. B. Est.	$277,200
Wilkerson, F. C. & B. C.	134,650
Williamson, James, Henry, Claude & Effie	109,000
Winecoff, W. F.	216,000
Winship Realty Co.	294,400
Wiseberg, M.	124,000
Y.M.C.A.	$100,000

One of the most constructive accomplishments of the first Woodrow Wilson administration was the passage of the Federal Reserve Banking Act on December 23, 1913. The three chief purposes of the legislation were set forth in the caption of the Act, as follows:

1. To provide for the establishment of Federal Reserve Banks.
2. To furnish an elastic currency.
3. To establish a more effective supervision of banking in the United States, and for other purposes.

The Act also specified that the country be divided into 12 districts; that the national banks in each district be required to form a district reserve bank with a capital of not less than $4,000,000; and that state banks and trust companies might join if they wished.[17]

Atlanta business men were quick to realize the desirability of having a Federal Reserve Bank located in their city. Wilmer L. Moore, president of the

Chamber of Commerce started the ball rolling late in 1913, when he wrote a letter to the bank presidents of Atlanta urging them to begin an organized effort to secure one of the banks.

After some delay the bankers joined a committee of the Chamber of Commerce in a determined campaign for the desired objective. The committee was composed of J. K. Orr, chairman; A. P. Coles, Dr. W. J. Blalock, Robert F. Maddox, J. K. Ottley and Joseph A. McCord. Walter G. Cooper acted as secretary to the committee and prepared the brief which was later submitted to the Federal Commission. Haynes McFadden, secretary of the Georgia Bankers' Association, did valiant work in securing from several hundred banks in the Southeast, an endorsement of Atlanta's application.

Mell R. Wilkinson succeeded Mr. Moore as president of the Chamber in 1914, and the fight for the bank went vigorously forward under his administration. When the Federal Commission, composed of William G. McAdoo, David H. Houston and John Skelton Williams came to Atlanta, they were waited upon by the local committee, who made a strong plea, as did representatives from Savannah and Birmingham, who were present. Senator Hoke Smith, who sat in on the meeting added persuasive arguments to those of the committee.

The Federal Commission rather favored a plan which would have located all the banks north of the Ohio and Potomac rivers, and, with Commissioner Williams opposed, made such a recommendation. However, Senator Smith, of Georgia, and Senator Culberson of Texas, appealed to President Wilson against this arrangement and by his intervention it was changed so as to locate Federal Reserve Banks in Richmond, Atlanta and Dallas.[18]

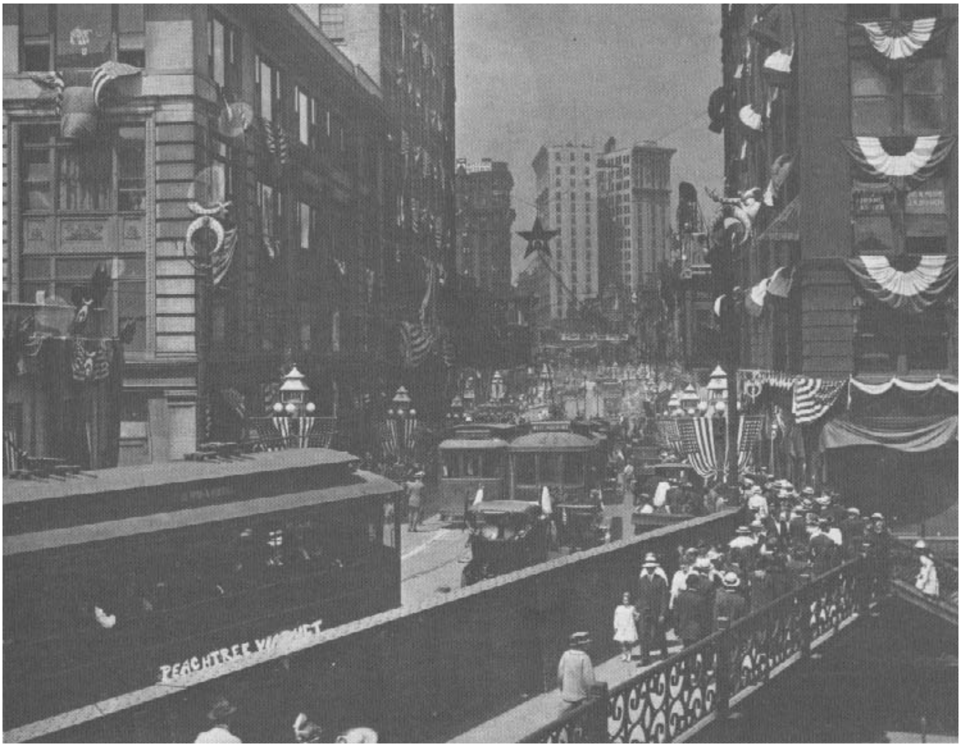
All of the Federal Reserve Banks opened on Monday, November 16, 1914. The Atlanta bank opened at 9 A.M., in its quarters on the second floor of the recently completed Hurt Building. It began operations with $4,000,000 in gold, representing the first installments of the reduction of the reserves of the member banks, 318 in all, of the six states in the sixth district. The Third National Bank of Atlanta was the first bank of the system to make its reserve. Other reserve deposits were received all during the morning. No paper was rediscounted Monday morning, although the bank was ready for this work. The Atlanta banks alone released $2,200,000 of reserves, which, through the new system was to be used in rediscounting commercial, agricultural and industrial paper.[19]

M. B. Wellborn, former noted Alabama banker, chairman of the board of directors of the new bank, and Joseph A. McCord, formerly vice-president of the Third National Bank, governor of the Federal Reserve, received telegrams of congratulation from Secretary of the Treasury McAdoo and Comptroller of the Currency John Skelton Williams.

The original working force of Atlanta's Federal Reserve Bank, in addition to Governor McCord, was composed of the following individuals:

Assistant Cashier, Milton W. Bell, of New Orleans.
Discount Clerk, W. S. Gravers, of Rome, Georgia.
Auditor, P. R. Kittle, of Sylvania.
Manager of Credit Bureau, R. H. Hemphill, of Hattiesburg, Mississippi.
General Bookkeeper, H. E. Dunlap, of Gadsden, Alabama.
Bookkeeper, J. B. Tutwiler, of Atlanta.
Secretary to Chairman Wellborn, Joseph M. Slattery, of Anniston, Alabama.
Stenographer, Miss L. V. Davidson, of Atlanta.[20]

Though the Federal Reserve Bank began business under the most discouraging conditions, shortly after the opening of World War I, it has continued to grow in both size and usefulness. By 1917 it had outgrown its original quarters in the Hurt Building, and in June of that year the directors authorized the purchase of the Marietta Street lot on which the bank now stands, for $102,500.[21] The site, incidentally, was the location of the First Presbyterian Church since ante-bellum days, and is immediately adjoining the location of the old Alfred Austell home, where the Atlanta National Bank had been organized 52 years before.



(*Courtesy Atlanta Historical Society*)

View of Peachtree Street looking north from the Viaduct during the National Shriners' Convention, May 10-16, 1914

On October 1, 1918, the new building, designed by Architect Ten Eyck Brown, was finished and opened for public inspection. It was enlarged in 1920 and again in 1922.[22]

The Federal Reserve Bank of Atlanta has been directed by a succession of able governors, and, since 1936, presidents. Governors, following Mr. McCord, have been M. B. Wellborn, Eugene R. Black and Oscar Newton. Presidents have been Oscar Newton, Robert S. Parker, W. S. McLarin, Jr., and the present incumbent, Malcolm H. Bryan.[23]

Despite a gradual industrial growth since the decade of the 1880's, the South's economy, by 1914, was still a cotton economy. So, when World War

I broke out in Europe in August, 1914, its effects were felt almost immediately in the South. The war not only effectively sealed off overseas markets for the time being, but all of the major cotton exchanges in the country were closed. Cotton began to pile up on the streets of Georgia towns. In July middling cotton had sold for 12 cents. By fall there was little demand for the staple at six cents, and, with the exchanges closed, no way to fix the price. Hard-pressed farmers, dependent upon cotton for a cash income, found their borrowing capacity almost nil. The economic gears of the South were coming unmeshed and the spectre of bankruptcy and suffering stalked the old red hills of Georgia.

A local effort to meet the emergency began on August 10, 1914, when the directors of the Chamber of Commerce met with a number of bankers and other business leaders to discuss the problem. After the discussion, Vice-President V. H. Kriegshaber, acting in the absence of President Wilkinson, appointed a committee to evolve and consider definite methods of coping with the situation. The committee was composed of Robert F. Maddox, chairman; Mell R. Wilkinson, W. S. Witham, A. P. Coles, T. K. Glenn, J. K. Orr, H. W. Miller, H. E. Watkins, Albert Howell, Jr., J. K. Ottley, Frank Hawkins, Brooks Morgan, Ernest Woodruff, Edward H. Inman, F. J. Paxon, Sam D. Jones and V. H. Kriegshaber, *ex-officio*.[24]

At the first meeting of the committee, J. K. Ottley offered a resolution which was adopted, asking the Government to permit banks, members of currency associations, to offer notes secured by cotton in warehouses as a basis of circulation. The resolution also asked the Government to increase its deposits in Georgia banks so as to increase the supply of currency, and to use its offices to secure ocean transportation for cotton. Chairman Maddox submitted a form of a warehouse receipt to be used in storing cotton, which receipts were to be collateral for advances of money. It was adopted. A collateral movement of the Chamber of Commerce was to secure from 3000 bankers in Southeastern States a pledge to use their influence to encourage farmers to plant less cotton and more food crops in 1915.[25]

On September 4, 1914, at a preliminary conference in the *Journal's* editorial office, the "Buy a Bale of Cotton" movement was launched. Conference Chairman Sam D. Jones, the next day, appointed an executive committee of five, composed of Henry Y. McCord, chairman; David Strauss, Harry T. Moore, Beaumont Davison and J. K. Orr, as Atlanta's board of directors in managing the movement. A general committee of 100 of the leading men of Atlanta was then created by the conference to assist.

The objective of the movement, ambitious to say the least, was to induce individuals and firms, not only in Atlanta, but all over the State, to buy cotton. The *Journal* summed up the sentiment pretty well on September 5, when it said editorially:

> "The time has come to buy cotton. We will buy and withdraw from the market our share of eight million bales at ten cents a pound [$50 per bale]. We will buy from the farmer only. We will store our cotton in warehouses, garages, barns, on our porches—wherever we choose to put it. We will not sell it for a year. We will start buying here and now.
>
> "That is the sentiment which should be adopted by every town, every institution, every citizen in the South. Men of means and influence should take the initiative, should encourage the campaign among the rank and file,

should organize facilities through which the public can easily take part, and should work with all the earnestness and resources at their command until this enterprise is fully accomplished and the South's safety is assured."

A total of 301 bales was purchased by patriotic Atlantans at the organizational meeting. During the weeks that followed bales of cotton began to appear in bank and hotel lobbies, in store windows, on the sidewalks and on front porches from West End to Ansley Park and from Battle Hill to Inman Park. It was a grand display of the Atlanta spirit, though a drop in the bucket insofar as the movement of the total crop was concerned.[26]

Atlanta's wealthiest citizen, Asa G. Candler, did not take an active or prominent part in the "Buy-a-Bale" movement. But he watched its progress closely and gave serious consideration to the problem it was designed to alleviate. Then, on October 18, 1914, he announced his own plan. Headlined the *Journal* on that Sunday morning.

"ASA G. CANDLER TO LEND $30,000,000 ON COTTON
BASIS IS 6 CENTS; LOANS WILL RUN UNTIL JULY, 1915."

The official announcement of the loan, published at the same time, was as follows:

"To the customers and patrons of the Central Bank and Trust Corporation:

"We have waited patiently hoping that some practical, safe plan would be suggested and adopted by some source to relieve the cotton situation in the South. Nothing so far having appeared, we feel it our duty to the patrons of this bank to offer them the following proposition:

"We have arranged to have constructed immediately ample warehouse facilities conveniently located on a railway right-of-way in this city for the safe storage of their cotton. Against cotton stored in this warehouse loans on a basis of 6 cents per pound [the going price] for middling cotton will be made by this bank at current rates. Customers will have the right to sell the cotton any time they may see fit, but we agree to carry it until July 1, 1915, or longer if necessary. When the customer desires to sell he can do so himself, or we offer our services in making sales without any additional charge for such service.

"Storage for several thousand bales will be ready by October 24. Additional space will be provided as required, limited only by the requirements of our customers. Reasonable charges for storage, insurance and handling will be made and furnished on application.

"We believe that after it is demonstrated that a normal crop will not be planted next year, cotton will advance to a fair price. We therefore cordially invite our customers and patrons to take advantage of this proposition, feeling well assured that there is no reason why they should not obtain a fair price for their cotton if they hold it until July 1, 1915.

"Anticipating your hearty and cordial cooperation in the above plan, and awaiting your prompt reply to this effect, we are,

Very truly yours,

CENTRAL BANK & TRUST CORPORATION
(By) ASA G. CANDLER, President."[27]

By the next day the Central Bank was overwhelmed with both applications for loans and congratulatory messages. Said the *Journal,* editorially, on the 19th:

"Mr. Asa G. Candler's announcement that the bank of which he is president will lend its customers and patrons six cents a pound on middling cotton at current rates of interest . . . and that it stands ready to handle anywhere from one thousand to one million bales, is of profound importance and encouragement to the interests of Georgia. The Central Bank and Trust Corporation has connections in virtually every county of the state, so that the assistance thus offered will be of immediate and far-reaching benefit to the rank and file of our cotton producers. It will enable thousands of farmers to obtain thirty dollars a bale on their cotton and at the same time to store their cotton until fair prices return. It will provide the money so urgently needed for the settlement of accounts now due, and will thereby go far toward relieving the present financial stress. And it will emphasize the all-important need of reducing next year's cotton acreage in order that there may be no 1915 surplus to depress cotton prices.

"To Mr. Candler is due the entire state's hearty commendation for the timely and helpful and essentially businesslike plan he has inaugurated. While other praiseworthy enterprises have been projected, this is the first of them all to be put into actual operation. It is now open to the acceptance of the bank's customers, and will bring prompt and widespread relief. . . ."

In making his precedent-shattering announcement, Mr. Candler not only pledged the allowable resources of the bank, but his personal wealth too. It came as the fresh wind of hope to cotton farmers all over Georgia.

Temporary warehouses of corrugated iron were thrown up along the Southern Railway belt line between Decatur Street and Highland Avenue to take care of the flood of "white gold" that soon came pouring in. Within a few months, as the country began to adjust itself to a war-time economy, prices began to climb, money became freer and the high fever of crisis had passed.[28]

The loans made in the winter of 1914-15, through bank correspondents of the Central Bank & Trust Corporation, and the success of the cotton venture generally, inspired Mr. Candler to even greater efforts in 1915. Indeed, he envisioned a system under which any farmer, or merchant or bank, irrespective and independent of any affiliation with the Central Bank, could store cotton in a warehouse and borrow money upon it up to within a close margin of its market value. Not only would the cotton owner be extended a liberal loan (7 cents in 1915) but it would be carried at low rates of interest and handling charges.[29]

To this end, on August 21, 1915, Mr. Candler purchased, for $120,000 cash, through J. R. Smith and J. H. Ewing, a 40-acre tract known as the Anthony Murphy property, adjoining the J. R. Smith industrial subdivision, and bounded by the Central of Georgia Railroad on the west, Stewart Avenue on the east, Glenn Street on the north, and Shelton Avenue on the south. Upon this land, Mr. Candler immediately began construction, under the supervision of Arthur Tuffs, of a great cotton warehouse and compress, costing a million and a half dollars. By far the largest single area under roof then, and possibly now, in the Atlanta area, the warehouse was a miracle of its time.[30]

This enormous plant, known as the Candler Warehouse, was opened in November, 1915, though all of its units had not been completed. During the two-week period after its doors were thrown open, it received an average of 1000 bales of cotton a day, upon which the Central Bank put out in loans an average of $100,000 per day.[31] Later in World War I and during World War II, the Candler Warehouse was to do yeoman service as a quartermaster depot.

Large as the name of Asa Griggs Candler looms in the history of Atlanta, it looms even larger, relatively speaking, in the history of Emory University. And in the latter connection it was in 1914 that it loomed brightest. Even then Emory, though not a university, was a fairly old school. Its early history was summed up interestingly some years ago by Dr. Harvey W. Cox, then president of the institution, who wrote:[32]

". . . The real beginning of Emory was at the Georgia Methodist Conference, held in Washington, Ga., in 1834. The spark was ignited by one 'Uncle' Allen Turner, who rose in lone opposition against a resolution of the Conference to support Randolph-Macon College, in Virginia, taking the position that Georgia Methodists needed a college of their own. Uncle Allen's arguments had no weight at the moment, for the resolution passed. But within a year the Conference was beginning to make serious plans for Emory College.

"Emory College grew out of the Georgia Conference Manual Labor School, which opened at Covington, in March, 1835, with an enrollment of thirty students. Before the school was well under way, Dr. Ignatius A. Few, its president, made known to the board of trustees his desire to enlarge its operations. This was the origin of Emory College. The Conference gave its consent, and the state legislature chartered the college on December 10, 1836. The college town was laid out in a forest near Covington, and given the name of Oxford. The college was named for Bishop John Emory, one of the most scholarly and progressive spirits in southern Methodism, who in 1835 had been thrown from his carriage and killed near his home in Baltimore, Maryland.

"The freshman and sophomore classes were organized on September 17, 1838, with a total of fifteen students. The first graduating class was that of 1841. There were three members: Henry Bass, Adam C. Potter and Armistead K. Holcombe. The course of study was of the orthodox classical mold, and was practically identical with that of Yale and other eastern colleges.

"President Few, broken in health, and harassed by the increasing financial difficulties of the college, was forced to discontinue his duties. In 1840, he was succeeded by the famous Augustus Baldwin Longstreet, author of *Georgia Scenes*. Among the outstanding graduates of this early period were Joseph S. Key, first Emory man to become a bishop, and Lucius Quintus Cincinnatus Lamar, justice of the Supreme Court of the United States.

"The first chapter of a national fraternity ever to be established in the South was a 'Temple' of the Mystical Seven, organized at Emory about 1840. Others soon followed, and fraternity rivalry had become so intense by 1857, that new students were required to pledge themselves to join no 'mystic associations.'

"Dr. Alexander Means, president of Emory College in 1854-55, was credited by his students with demonstrating the practical use of electricity as early as 1841, six years before the birth of Thomas A. Edison. The bell in Seney Hall [at Oxford] tower, according to one tradition, was presented to Dr. Means by Queen Victoria.

"From Emory's doors in 1859 came Isaac S. Hopkins, father of technological education in Georgia, later to be president at his *Alma Mater,* and the first president of Georgia Tech. In a small building, constructed on the old Emory campus as an engineering laboratory. Dr. Hopkins did such notable work in this field that in 1886 he was called upon to organize a state engineering school. For this reason, Emory is often referred to as the 'mother of Georgia Tech.'

"Because of the war, the college closed in 1861, and did not reopen until 1866. During the conflict, the campus buildings were used as Confederate hospitals.

"From 1867 until 1915 there was an unbroken line of Emory alumni serving as heads of the college. A sermon preached by President Atticus G. Haygood in 1875, taking a constructive and liberal attitude toward the problems of the post-war south, so impressed George Seney, of New York City, that he made gifts to the college totalling $130,000, enabling the endowment to be increased to $97,000. Seney Hall, the administration building also was erected with funds from the gift.

"President Warren A. Candler (1888-98) raised the endowment to $213,000, brought the attendance above the 300 mark, and reorganized the curriculum to provide three four-year courses of study: one continuing the classical course and leading to the A.B. degree; one emphasizing history and leading to the Ph.B. degree; and a third emphasizing science and leading to the B.S. degree. . . ."

As to Asa Candler's interest in, and association with, Emory, Richard B. Harwell, Assistant Librarian of the University, has written:[33]

". . . Asa Candler's first association with Emory was a vicarious one—through the student life of his [younger] brother Warren. Denied [a formal] education himself in the stringent days of Southern Reconstruction, the elder brother helped the younger members of the large Candler family receive the kind of training he had missed. As Warren became successively a leading Georgia minister, President of his *Alma Mater,* and Bishop of his Church, Asa watched his career with deep affection and an ever-growing interest in Emory College and the Methodist Church. An active Methodist since 1869, he formalized his participation in Emory affairs with the acceptance of a position on the Board of Trustees in 1899.

"A gift of five hundred dollars toward the establishment of the Quillian Lectureship in 1899 was the first of a long series of contributions to Emory by Mr. Candler. It is conservatively estimated that by the time of his death in 1929 he had transferred to the University assets worth over eight million dollars.

"Asa Candler's faith in Emory was based on a strong faith in the South and in his Church. He believed that Southerners were both capable and deserving of the best in collegiate education. And, just as firmly, he believed that the best education is that rooted in the principles of the Church and guided by the Church.

"After the courts of Tennessee in March, 1914, ruled in favor of the Board of Trust of Vanderbilt University in a suit brought against it by the Methodist Episcopal Church, South, to determine the control of the University, Southern Methodists decided at the meeting of the General Conference in

Oklahoma City in May of the same year on the appointment of an Educational Commission charged with the establishment of not one, but two, connectional universities, one west and one east of the Mississippi River. Control of the recently founded Southern Methodist University at Dallas, Texas, was offered the Commission and accepted. The major problem, the founding of the eastern school which would be the public's answer to the loss of Vanderbilt, remained.

"It was in this project that the churchmanship of Asa Candler reached its apex.

"Various sites for the University were considered by the Commission.[34] But there was a growing, if not predetermined, feeling that the logical state was Georgia and the logical locality Atlanta or Oxford. The expansion of Emory College was certainly not unthought of in the planning of the new institution.

"But it was the Church and not Emory College which must first be considered. '. . . Action definite and strong,' Mr. Candler wrote the Bishop on June 30, 'should be taken in the establishment of our Church educational institution. It is the paramount purpose *now* of my life.' He was anxious that the University should be in or near Atlanta, but as a member of the Commission he would not press the issue. Again to his brother, he wrote on July 6: '. . . to locate in Atlanta is the main consideration. If, however, Atlanta is not going to act, I do not see how I can control it. I think it would be nothing short of disastrous, both to Atlanta and the University, if it is not located there.'

"Already he had confided in the Bishop what he would contribute toward the founding of the University. . . ."

During the early summer of 1914 events were moving toward a climax. Wesley Memorial Church and Wesley Memorial Hospital, units of the Wesley Memorial Enterprises, were to play their part in the developing drama—the church to offer its facilities as a temporary home for the projected school of theology; and the hospital to be available as a teaching institution for the proposed school of medicine.

About the same time, Druid Hills, a Candler enterprise, informally offered a beautiful and spacious site for the University, and the Atlanta Chamber of Commerce committed itself to provide $500,000 for the institution if it were located in Atlanta.[35]

This, then, was the situation as the Educational Commission met on July 16, 1914, in Atlanta, to reach a final decision on the location of the university "east of the Mississippi," which it had been directed to found. A college property was available to provide the nucleus for the institution; property for a campus was ready for the asking; a building suited to the purpose could be had for the immediate use of the top priority theological department; a hospital was offered as the core around which a medical school could be built; and there was reason to believe that at least as much money as had been available for the founding of Vanderbilt University would be forthcoming. The availability of these important factors was due largely to the work of Asa G. and Warren A. Candler.[36]

During the meeting Asa Candler presented the document which made any further argument academic. It was a letter[37] to his brother Warren, Chairman of the Educational Commission, in which he offered an outright gift of $1,000,000 toward the endowment of the new university—not specifically to Emory College, or contingent upon the location of the University in Atlanta. It was a gift to Christian education in the South. This historic document, hailed at the time as offering the largest single gift ever made by a southerner to a southern educational institution, fell upon the ears of the Commission members as the answer to a prayer. The offer was accepted by a rising vote.[38]

Immediately following, T. T. Fishburne, of Roanoke, Virginia, a member of the Commission promised a donation of $25,000. Atlanta was selected as the site for the University, and Bishop Candler was unanimously chosen first chancellor. An executive committee of the Commission, composed of Bishops W. A. Candler and John C. Kilgo, and Messrs. A. G. Candler, W. D. Thomson, and G. T. Fitzhugh, was empowered to proceed with the actual organization of the new institution, with Emory College as the liberal arts division.[39]

On January 25, 1915, Judge C. S. Reid, of the Superior Court of De Kalb County, granted the university charter to the petitioning incorporators who were the members of the Educational Commission. In March a site was chosen, and, on June 28, 1915, Asa G. Candler deeded to the University 75 acres known as the Guess place, cornering at Clifton and North Decatur roads.[40]

It was also in March, 1915, that negotiations were going on between Dr. W. S. Elkin and Messrs. Wilmer L. Moore and F. J. Paxon as a committee from the trustees of the Atlanta Medical College, and Messrs. Candler, Plato Durham and W. D. Thomson, of the University trustees, looking toward the acceptance of the Medical College as a department of the University. On the same day the Guess tract was deeded, June 28, the Medical College was conveyed to the University. Since that time the Southern Medical College, the Atlanta College of Physicians and Surgeons, the Atlanta School of Medicine, and the Atlanta-Southern Dental College have all become a part of Emory's medical school.[41]

In June, 1916, a fund-raising campaign, aimed at securing $5,000,000 was launched. By 1919, the endowment fund had reached $2,065,000. Meanwhile a plan of development for the campus was prepared by Henry Hornbostel, of New York, and Arthur Tufts, of Atlanta, was chosen as builder. The plans encompassed not only those buildings immediately to be constructed, but a comprehensive scheme for the entire campus. Roads were laid out and three bridges were constructed across deep ravines of the rugged terrain. Much of the campus remained typical Georgia woodland, in the spring fresh with the beauty of dogwood and azalea.[42]

The first buildings to be erected were the Theology Building, the Law Building, and two dormitories, Dobbs Hall and Winship Hall, named in honor of Samuel Candler Dobbs and George Winship, whose gifts made them possible. The John P. Scott Laboratory of Anatomy and the T. T. Fishburne Laboratory of Physiology, erected through the generosity of the men whose names they bear, were completed and equipped by September, 1917, as was part of the Chemistry Building.[43]

By early 1919, with the professional school instruction fully established on the new campus in buildings which could also be used for undergraduate classes, the trustees began definite plans for moving the College from Oxford to Atlanta by September of that year. Alabama Hall, for dormitory use, and the Physics Building, for classroom and laboratory purposes were to be completed by that time. In addition, two wooden structures provided temporary space for a dining room, chapel and armory.[44]

The move was made as scheduled. The fall of 1919 found the University well established, with a total enrollment of 958. The first summer school had just completed a successful session. The Candler School of Theology, named for Bishop Candler, was entering its sixth year, with Dr. Franklin N. Parker as its new dean. The Medical School, under the leadership of Dean William S. Elkin, was beginning its sixty-fifth year.[45] The Lamar School of Law, named for L. Q. C. Lamar, was entering its fourth year under Acting Dean William D. Thomson. The moving of Emory College to Atlanta was also the occasion for the opening of the new School of Business Administration under Dean Edgar H. Johnson, and the opening of the Graduate School under Dean Theodore H. Jack. At the same time Professor J. Gordon Stipe became registrar of the University, serving until his death 33 years later.[46]

There was no president of the institution from the resignation of Dr. James E. Dickey in 1915 until the fall of 1920. Chancellor Candler had served as executive head during most of the interim, with an assist from Dean Parker during part of 1920. During the fall of that year Dr. Harvey W. Cox, of the University of Florida, a native of Birmingham, Illinois, accepted the presidency.

Throughout the long tenure of Dr. Cox (he was succeeded by Dr. Goodrich C. White, former Dean of the College and of the Graduate School in 1942, and died in 1944), Emory University continued to expand. The campus grew to 235 acres. Emory University, Georgia, had become a United States Post Office on October 11, 1916, with William S. Norton as first postmaster.[47]

The Wesley Memorial Hospital was moved to its present location and opened for patients in 1922. At the same time the Lucy Elizabeth Memorial maternity pavilion was erected by the children of the late (died February 22, 1919) Mrs. Asa G. Candler, Sr., in memory of their mother. Gifts of Messrs. T. T. Fishburne, Walter Candler, and others, made possible the erection in 1923 of the C. L. Fishburne Building, for an elementary school and the Department of Education of the University. In 1926 the library building was completed, and, over the protest of Asa G. Candler, was named for him as its donor. By 1948 it held 293,734 volumes. In 1927 the swimming pool, the upper floors of the Chemistry Building, and the Assembly Hall were completed.[48]

The spring of 1929 saw the completion of the Florence E. Candler Nurses' Home, in part through gifts of the nieces and nephews of Mrs. Florence Candler Harris, sister of Asa G. Candler. In the same year the gravel roads of the campus gave way to paving provided by Charles Howard Candler, and the Sigma Alpha Epsilon Chapter House, first of several beautiful fraternity houses on Fraternity Row, was built.[49]

The beautiful Glenn Memorial Church, at the entrance to the campus, designed by the architectural firm of Hentz, Adler & Shutze, was erected in 1931 as a memorial to the Rev. Wilbur Fisk Glenn, a noted Methodist minister, by his son and daughter, Thomas K. Glenn and Mrs. Charles Howard Glenn. The Church School Building, in the rear, was completed in 1940. Adorning the campus entrance near the Glenn Memorial Church, is the Haygood-Hopkins Memorial Gateway. Dedicated to Doctors Atticus G. Haygood and

Isaac S. Hopkins, former presidents of Emory College, the memorial consists of two columns of Georgia white marble, supporting a 20-foot arch of Swedish wrought iron. The gateway, dedicated in October, 1937, was a gift of Emory Alumnus Linton B. Roberson.[50]

In March, 1945, Emory was the recipient of a $250,000 gift from the Rich Foundation, through Walter H. Rich, then President of Rich's, Inc. The primary purpose of this gift was to erect a building to provide adequate quarters for the Emory School of Business Administration. The proposed building, since erected, is known as the Rich Memorial Building. It honors the memories of the three brothers, Morris, Emanuel and Daniel Rich—who in 1867 founded the Atlanta department store which bears their name.[51]

On a cold winter night in 1946, an Emory surgeon performed the first operation—an emergency—in the still unfinished Conkey Pate Whitehead Memorial Surgical Pavilion at Emory University. This great addition to the Emory Hospital was made possible through the generosity of Mrs. Lettie Pate Evans, formerly Whitehead, widow of Joseph Brown Whitehead, Sr., the original bottler of Coca-Cola in Atlanta. The memorial stands as a monument to Mrs. Evans' son, the late Conkey Pate Whitehead. It is not alone a place for the treatment of the sick, but includes facilities for the conduct of surgical research and the training of more highly-skilled surgeons for the future.

The Whitehead Pavilion also contains what is probably the most beautiful single room in the Atlanta area. Four years of the most painstaking craftsmanship went into the completion of the Whitehead Memorial Room, centuries of artistic heritage contributed to its design. In the tradition of Sir Christopher Wren and Grinling Gibbons, the room represents the creative genius of two men—Philip Shutze, who designed it, and H. J. Millard, who executed its 17th century paneling and wood and plaster carvings. In four hand-carved, cut-back frames on the east, south and west walls, are portraits of Mrs. Evans, her late husband, Mr. Whitehead, and her two deceased sons, Conkey P., and Joseph B. Whitehead, Jr. Framing each of these portraits is a garland, carved from linden wood, in perhaps the most spectacular example of the woodcarver's art in America.

Another great influx of Candler money came Emory's way in 1947, when Charles Howard Candler, elected to succeed his father as President of the Board of Trustees in 1929, gave the University assets valued in excess of $5,000,000. This gift enabled Emory to acquire sole ownership of Asa G. Candler, Incorporated, which comprises the bulk of the real property which Asa Candler acquired during his lifetime and that which had been bought and improved by the company subsequent to his death.[52]

Should Emory University, as a medical center, ever rival or surpass Mayo's or John Hopkins, as some day it may, chief credit must go to Robert Winship Woodruff, for many years President, and now Chairman of the Executive Committee of The Coca-Cola Company.

Indeed, members of the Woodruff family—the late Mr. Ernest and his three sons, Robert, George and the late Henry—both personally and through the Emily and Ernest Woodruff Foundation (established in 1938) have already contributed generously to medical and health services programs at Emory University. Their gifts have been directed chiefly toward the School of Medicine, the School of Dentistry, the Robert Winship[53] Memorial Clinic, the

Grady Clay eye clinic and the Ernest Woodruff Memorial Building for Medical Research.

The last-named building, costing $2,100,000, was formally opened on Sunday, November 9, 1952. It was financed by a $500,000 grant from the National Cancer Institute, and large gifts from private donors, including the Woodruff Foundation. In addition to marvelous research facilities, the building also houses the A. W. Calhoun Memorial Medical Library, one of the finest medical libraries in the country.

The people of the Atlanta area, and of the South are fortunate in that Robert and George Woodruff are concentrating their own resources, and those of the foundation set up by their parents, in the field of health. No field of endeavor is more vital to the well-being of mankind.[54]

When Asa G. Candler laid down a million dollars on July 16, 1914, as "a gift to Christian education in the South," he builded a stronger foundation than he knew.

While the Methodists were busy in 1914 getting a university started, the Baptists were busy organizing a new church, the Druid Hills Baptist, destined to become one of the largest and most influential of its denomination in the South.

As the residential section along Highland Avenue, north of Ponce de Leon, began to develop in the early years of the present century, the Highland Park Baptist Church was organized in 1908 at Highland and Greenwood avenues. Though its membership made a valiant effort, their work was unsuccessful and the little church was dissolved on June 7, 1914. Meanwhile, in April, a group of men, most of them members of the moribund Highland Park Baptist, met in the home of Dr. W. N. Edenfield and discussed the advisability of organizing a new church. After the demise of Highland Park a group of 22 met and covenanted to support a new church to be known as the Druid Hills Baptist Church. The group consisted of Dr. Edenfield, who presided at the meeting, and W. P. Callaway, C. F. Cantrell, C. G. Childs, E. D. Crawford, W. D. Greene, C. W. Hunter, L. P Keheley, Duncan McKinley, C J. McCoy, J. H. McCoy, M. F. Morris, H. W. Nichols, Edgar Oliver, Ben R. Padgett, Hardy Padgett, S. J. Sheffield, F. L. Stedman, C. V. Strickland, J. L. Turner, W. E. Upchurch and E. S. Vickery.

The new church was constituted the first Sunday in August, 1914. The first governing body was composed of Dr. B. D. Gray, Dr. V. C. Norcross and Dr. Weston Bruner. The original board of deacons was made up of Dr. W. N. Edenfield, Walter Callaway, C. W. Hunter, L. P. Keheley and John McCoy. Dr. Edenfield was elected chairman and W. D. Greene, clerk; L. P. Keheley was elected treasurer; Ben R. Padgett, financial secretary. F. L. Stedman was made superintendent of Sunday Schools and Mrs. W. N. Edenfield, president of the Women's Missionary Society.

The spirit and determination of the organizers of the Druid Hills Baptist Church is illustrated in their choice of a minister—one of the leading Baptist divines in the country—Dr. Fernando Coello McConnell, then pastor of the First Church, Waco, Texas. Dr. McConnell was born in Clay County, North Carolina, in 1856; was a graduate of Mercer University, and had served pastorates in Gainesville, Georgia, Lynchburg, Virginia, and Kansas City, Missouri, prior to going to Waco in 1909. Indeed, he was prominently connected with every phase of the life of his denomination. He was a man of more than usual ability, with a charm of personality which endeared him to all who knew him. He was the father of the late Lucius McConnell, of Atlanta.

Dr. McConnell answered the call of the new Atlanta church, and assumed the pastorate in January, 1915. For awhile the Druid Hills Baptist Church occupied the building of the defunct Highland Park Church. Then, in 1918, the lot where the church now stands, at the southeast corner of Highland and Ponce de Leon avenues was purchased. A group of temporary buildings were occupied until 1925, when the first unit of the present structure was completed. The finished edifice was dedicated in July, 1928.

Dr. McConnell died on January 12, 1929, and was succeeded by Dr. Louie D. Newton, then chairman of the church's board of deacons and editor of the *Christian Index.* Dr. Newton, a native of Screven County, Georgia, is a graduate of both Mercer and Columbia universities. He has carried on the work of Dr. McConnell most ably, and during his pastorate of nearly a quarter of a century, has been the key factor in the tremendous growth of the church during that period.[55]

Another well-known and useful local organization dating from 1914 is the Atlanta Writers' Club. The original moving spirits of the club were Mrs. Thomas Peters, wife of a long-time Atlanta insurance man, and Mrs. Lollie Belle Wylie, since 1887 a writer for the local press. It occurred to Mrs. Peters, and the idea was heartily seconded by Mrs. Wylie, that it would be nice to get the literary folk of Atlanta together, both for pleasure and the mutual benefits to be derived from meeting and discussing each others's work.

The Club was organized in April, with William F. Parkhurst as president. Members were Mrs. Peters, Mrs. Wylie, Mrs. Robert Argo, Miss Isma Dooly, Miss Katharine Wootten, Angus Perkerson, Tarleton Collier, Britt Craig and John Temple Graves, the latter having been designated as honorary president. On May 25, 1914, the Club sent out a circular letter signed by Mr. Parkhurst, announcing that the Literary Executive board of seven had been named. They were: Linton Hopkins, Lucian Lamar Knight, Harry E. Harman, Mrs. Lollie Belle Wylie, Mrs. J. O. Parmele and Mrs. Thomas Peters. By 1920 the membership had grown to 70.[56]

Since then membership has doubled. Many members of the Club have produced significant literary works. During its nearly four decades of operation several prominent Atlanta authors and poets have directed the activities of the group in lending help and encouragement to local literary talent. Monthly meetings are held at the Atlanta Woman's Club, the program usually consisting of music, readings by members, and the appearance of guest speakers.[57]

In June, 1914, shortly before the opening of World War I occurred one of Atlanta's most sensational cloak and dagger stories, the mysterious disappearance of the Nelms sisters. The young women were members of a highly respected West End family and were the daughters of the late Fulton County Sheriff, John W. Nelms and Mrs. Nelms. The elder of the two, Mrs. Eloise Nelms Dennis, 29, was a divorcee, the mother of a six-year-old son, and a woman of a highly nervous temperament. The younger, Miss Beatrice Nelms, 26, was a capable business woman, conducting a small real estate office in the Candler Building.

Some years before, Lois, as she was called, married Walter N. Dennis, of Atlanta, a typesetter. While Dennis was a good man and a kind husband, Lois was dissatisfied because he was unable to give her the money and social position she craved. In late 1911, against the wishes of her family, and a few months after her father's death, she went to Carson City, Nevada, for the required six-months residence preparatory to obtaining a divorce. In due course she obtained the divorce, being represented by a lawyer named Victor E. Innes, a married man in his early 40's residing in Portland, Oregon. Instead of returning home, as expected by her family, Mrs. Dennis remained in the West for another three or four months.

When she finally did come home she was full of talk about Innes; what a charming person he was; that she was wildly in love with him, and that they were going to be married (when Innes secured a divorce from his wife) and reside in India. Soon thereafter she began sending money to Innes, converting her share of her late father's estate into cash as needed. During 1913 and early 1914 she sent Innes several thousand dollars, mostly by telegraph, telling her family that Innes was investing it for her in Montana and Mexican real estate and in bonds.

In April, 1914, there came to Atlanta a woman giving her name as Mrs. Margaret Mims, and representing herself to be Innes' aunt. She stayed in an Atlanta hotel a month or so. During this time both Mrs. Dennis and Beatrice visited her, though Mrs. Nelms was not allowed to do so. Mrs. Mims explained that Innes had not come to Atlanta because his divorce was still pending. Before leaving she was entrusted by Mrs. Dennis with $500 for Innes. About this time a man called Beatrice by telephone, introduced himself as Innes and said he was in Birmingham.

Beatrice made up her mind to go to Birmingham at once and find out what kind of man he was. Accordingly she boarded a train for that city, and, upon going into the Pullman was surprised to find Mrs. Mims in company with a man whom Beatrice instantly recognized as Innes from photographs in the possession of her sister. Innes explained to her that his reason for keeping his presence in Atlanta a secret was that he did not want to see Mrs. Dennis, knowing he "could not tear himself away from her and not wanting to violate any of the proprieties until after he had obtained his divorce." It was arranged that he would meet Beatrice in Houston and give her stock certificates he had bought for Mrs. Dennis and deeds to the lands in which he had invested her money.

Returning to Atlanta, Beatrice and her sister arranged to leave Atlanta together for Houston on Friday, June 12. But Mrs. Dennis changed her mind on the ground that Friday was an unlucky day to start a journey, and left instead on Wednesday the 10th. Beatrice left as originally scheduled and met her sister in New Orleans on Saturday the 13th. Ostensibly they were en route to Houston, Beatrice to get the papers from Innes, and Lois supposedly to be married to Innes.

At Montgomery, however, Beatrice mailed a letter from the train to her mother asking her to send a certain skirt she had forgotten. The skirt was to be sent to San Antonio in care of Mrs. Margaret Mims. Beatrice explained that she was going to San Antonio from Houston and expected to return to Atlanta in about ten days.

Mrs. Nelms heard from her daughters in New Orleans, and it was established later that they were seen together in that city by a friend of the family on June 13. It was also ascertained that they purchased railroad tickets in New Orleans to San Francisco via the Southern Pacific, though no record was later found that the tickets were ever used beyond San Antonio.

Nothing more was heard until Mrs. Nelms received a communication mailed on July 3 from San Francisco. Inside was a typewritten note in which Mrs. Dennis said that she had slain Beatrice and was in San Francisco to find and kill her brother, Marshall Nelms. There was no known motive for such acts and the typewritten note was generally regarded as spurious, though the Mississippi River below New Orleans was dragged, without success, for Beatrice's body. Enclosed with the typewritten document was a note in Mrs. Dennis' handwriting, which read:

"Dear Mother: For a long time I have been worrying and thinking over many things of my life, and when I left Atlanta it was for the last time and forever. My life has not been a happy one at home or elsewhere. I have been misunderstood by all and feel that my presence anywhere is not wanted. Bee and I will say goodbye and close the chapter finally. You need not look for us because it will be useless. I am going to take Bee with me.

LOIS NELMS DENNIS.

"P.S. It was with the determination silently kept to myself that I left Atlanta with Bee. We both go the path of unknown lands and not the way you thought.—LOIS."

An intensive hunt for the two women was instituted. Marshall Nelms returned to Atlanta to assist his mother. Countless clues, all proven false, were thoroughly investigated. All possible leads were exhausted. A reward was offered for the girls, dead or alive. The case had wide press coverage throughthe nation.

In September it was established that Innes and his wife had rented a house in San Antonio on June 7, which they had occupied more or less secretively until June 21, when they moved out and left town. It was also established that Innes, about the time the Nelms girls would have arrived, purchased from a nearby grocery, in one order, twelve cans of concentrated lye, six pints of ammonia, six boxes of cleansing powder and twelve bars of washing soap.

Innes was arrested in Portland, Oregon, and jailed in San Antonio for questioning. While he denied any knowledge of the whereabouts of Mrs. Dennis and her sister, he was subsequently brought to Atlanta, stood trial before Judge Benjamin H. Hill in Fulton Superior Court and was convicted of larceny after trust, for which he served a prison term.

It was never proven that anyone had seen the Nelms sisters after June 13 in New Orleans. Their bodies were never found. They disappeared as completely as if the earth had opened and swallowed them up. After nearly 40 years the question is still open. What became of the Nelms sisters?[58]

Certainly the most colorful local event of 1914 was the great Shriners' Convention of May 10, 11 and 12, on which occasion visitors almost equal in number to the population of Atlanta were entertained.

Said the *Journal* on Sunday, May 10, as delegates from all over North America began to arrive by the trainload:

". . . Today and tomorrow the great company will grow by thousands instead of by dozens. Tonight the tom-toms and the gongs will be sounding. The hour is near for the gathering of the company.

"In the plain English of old Dan (*sic*) Webster the Shriners are coming by train loads today. Tonight they will have taken possession of Atlanta.

"By tomorrow night the city's subjugation will be almost as complete as it was on a memorable occasion half a century ago when a gentleman in a blue uniform marched in at the head of an army.

"By Tuesday morning the plain ordinary Atlantan will be hard to find. It will look like all the world has turned Shriner.

"For this Atlanta has been preparing for days, weeks, months, for a year. One year ago the plans were started. Months ago the hotels began to fill with reservations for the week starting May 10, 1914. It has been weeks since the decorators planned and began their work, and since the hotels, cafes, commission merchants and packing houses ordered their quantities of extra food and other supplies. Days ago Atlanta began to take on a festive air, an attitude of anticipation.

"Now the city is ready for the Shriners. And now the Shriners are about to get here. Some of them have been on their way for days. Four trainloads of Californians left their homes two weeks ago. They got here this afternoon. Other trainloads from the far northwest, the southwest, from upper Canada, started a week or more ago. They are drawing near now. Tomorrow three times as many as come today, will get here.

"At the railway stations the Nobles of Yaarab Temple are waiting with their welcomes. Train officials, baggage transferers, other functionaries, are waiting with them to be ready with their services and help in placing the strangers at ease. Uniformed Nobles of Yaarab—the Arab patrol members—are waiting, too, to care for those of their own militant kind. Bands are waiting. Patrols and bands will be marching today from stations to hotels and back again, and countermarching through the streets, and serenading Atlanta and each other as the whim strikes them. . . ."

Thousands of the visiting Shriners were accommodated in the Southern Railway's "Shrine Park," in the railroad's yards at North Avenue and Marietta Street. Here 150 Pullman cars were parked, elaborately decorated and brilliantly illuminated.[59]

As to what the visiting Shriners might expect in the way of entertainment, the *Journal* also said on May 10:

"With all her buildings gaily decorated from basement to roof and with every resident ready to extend cordial greetings to the thousands of Shriners who are to make merry here this week, Atlanta is in carnival mood. The next four days will be one continuous round of festivities, for Atlanta is determined that all who come this week shall go back to their scattered homes tired but happy and ready to swear that they have had the 'time of their lives.' Balls, receptions, races, exhibition drills, open-air dancing, garden parties, southern suppers, everything that the heart and brain of hospitable local Shriners could devise will contribute to the gaiety of the week, while the visitors themselves will augment the pace by entertainments of their own.

"The crescent, star and scimitar will rule the city, and to every wearer of the fez will be accorded the hand of friendship and good fellowship. At all the entertainments formalities will be eliminated. . . ."

"The official program of entertainment," said the *Journal,* "will begin Monday at 11 o'clock with an organ recital at the auditorium. At 2:30 o'clock Monday there will be motorcycle races at the motordrome, with the Will Irwin sweepstakes as the feature, and again at 8 o'clock the Yaarab free-for-all races will be run.

"Monday afternoon the California delegation will keep open house at the Kimball, which has been renamed the Hotel California for the occasion. . . .

"Monday evening at 8:30 occurs the reception and ball to the Imperial Potentate, W. W. Irwin, and Mrs. Irwin. The auditorium will present a brilliant appearance. Expert decorators have transformed the interior with gay banners, flags and Shrine emblems, and a maple floor has been laid in order that the dancers may enjoy themselves to the utmost. Two bands will play continuously throughout the evening and the visitors can dance just as much as they please. The tango, hesitation, maxixe and others will not be barred.

"Tuesday morning the big parade will center the attention of all Atlanta, and immediately thereafter the visiting women will assemble at the Piedmont and Ansley hotels where they will be met by members of the woman's entertainment committee. Automobiles will be furnished for a drive to various points of interest in and around the city, and at 1:30 o'clock luncheon will be served at the Druid Hills Golf Club. . . .

"At 2:30 o'clock Tuesday afternoon the California handicap will be run at the motordrome and at 8 o'clock that night the Seattle sweepstakes will be the feature.

"Tuesday night at 7:30 o'clock there will be a grand parade of patrols and Nobles, and at 9 o'clock there will be another grand ball at the auditorium.

"Wednesday morning from 9 to 1:30 o'clock there will be exhibition drills at Piedmont Park by visiting patrols. At that time eight complete regiments will be on dress parade and will participate in the drills while fifty bands will be playing—the largest number of musicians who have ever attempted to play in unison. . . .

"At 4:30 o'clock Wednesday all the Shriners and their ladies will be the guests of Mrs. John Marshall Slaton at a mammoth garden party on the lawn of her country home on Peachtree Road. This garden fete will assemble the largest number of guests that have ever gathered at such an entertainment in Atlanta. The Slaton grounds, which are among the most beautiful in the city, are admirably adapted to al fresco entertainments, and Mrs. Slaton is planning many features.

"At 8 o'clock Wednesday night there will be a banquet at the Piedmont Driving Club in compliment to the newly elected Imperial Potentate and members of the Imperial Council. Some 400 covers will be laid for this event.

"At 9 o'clock the grand reception and ball of Yaarab patrol in honor of visiting patrols and nobles will begin. This will be the most picturesque of the three grand balls. All of the patrols will appear in uniform. The costumes differ in various organizations, and Zouave, Persian and Oriental garments will lend color and brillance to the scene. The Atlanta patrols have planned a special costume for the occasion. It is of crimson broadcloth trimmed with yellow, and is made very much like a military fatigue uniform. Everybody will wear flags.

"Thursday the Imperial Council and their wives will be taken on an automobile ride to various points of interest near Atlanta and at 9 o'clock that night they will leave on a trip to Savannah as guests of Yaarab Temple. Eight special trains will convey the group on this trip, returning late Friday night. The next thing on the official program is a nice rest, broken by reminiscences of the good times of the week. . . ."

The great parade of Tuesday, May 12, moved south from the Georgian Terrace promptly at 8:30. Its line of march was Peachtree to Whitehall to Mitchell to Broad to Marietta to Spring to Walton to Forsyth to Carnegie Way to the Lyric Theater, the official meeting place. It was characterized as the most stupendous and dazzling spectacle in the South's history.[60] And though it rained on Wednesday, the maneuvers at Piedmont Park ran the parade a close second in spectator interest[61] All in all, the Shriners' Convention was one of the most exciting and colorful weeks in local annals.

And, while many, many Atlantans played their parts well in the success of the occasion, none worked so hard as Potentate Forrest Adair and his loyal co-workers of Yaarab Temple. Indeed, Mr. Adair gave nearly a year of his time to the event.[62]

The death on August 6, 1914, of Mrs. Woodrow Wilson, wife of the President, cast a pall of sadness over the nation and particularly over Georgia, her home. Thirty years before, when Wilson was a young lawyer struggling to make a living in Atlanta, he had courted Ellen Axson in nearby Rome.

As the funeral train passed through Atlanta en route to Rome on August 10, the *Journal* recorded the event:

". . . For ten minutes shortly before noon Tuesday the funeral train bearing the body of Mrs. Woodrow Wilson to her last resting place [Myrtle Hill Cemetery] at Rome, paused in Atlanta.

"The five coaches backed into the Terminal station at 11:45 o'clock, while men, women and little children thronged the rails of the station platform high above, standing silent and with heads bowed.

"All over Atlanta, people knew that the train was here. The state legislature adjourned as a mark of respect to the dead; flags on public buildings were at half-mast; the city mourned.

"The funeral car was the Pullman 'National,' the last on the train. Its windows were drawn close and the groups of prominent men, station employees and others who stood near the tracks talking low-voiced with members of the funeral party, gazed silently at the dusty, undraped coach, as they were told that the president and his family were within. . . .

"The train stopped in Atlanta only to switch to another track on its way to Rome. In Atlanta a large floral offering from the city was placed on the train, with the many others that have been received at each city on the route.

"The progress of the train was made known by the constant ringing of the engine bell. Church bells, some near and some distant, tolled and in all of the towns business was suspended as the special went through. . . ."

The local death roll for 1914 included a number of old and useful citizens. Among them were James R. Wylie, a native of Chester, South Carolina, wholesale grocer, banker, a director of the Cotton Exposition of 1881, president of the Piedmont Exposition Company, 1887-1892, and a charter member of both the Chamber of Commerce and the Young Men's Library Association; Jack J. Hastings, journalist and lawyer for a number of labor organizations in the South; Jacob Hirschberg, senior member of the Hirschberg Paper Company and a brother-in-law of the three original Rich brothers; Dr. Isaac Stiles Hopkins, former president of both Emory College and Georgia Tech; Charles F.

Hoke, Sr., member Hampton's Legion, C.S.A.., and the dean of Atlanta traveling men, having represented the Swift Fertilizer Works for many years; Captain W. T. B. Wilson, noted civil engineer and former Atlanta postmaster; the Rev. Samuel H. Braswell, pioneer Methodist minister of the Chamblee-Doraville neighborhood, a son of early settler Asa Braswell; Henry L. Atwater, a pioneer commercial traveler, buggy and wagon manufacturer, who, during the War of the 60's, made ambulances, knapsacks, scabbards and other equipment for the Confederate Army; John H. "Uncle John" Harwell, a native of Newton County, merchant, councilman and alderman, close friend and political ally of Mayor James G. Woodward; Mrs. Emma E. Bell, proprietress of the famous old Bell House, a native of Vicksburg, Mississippi, and a widow since 1874; John W. Woodruff, came to Atlanta from Griffin in ante-bellum days and served as a railway mail clerk for 47 years; Zack E. Rowan, well-known law enforcement officer, chief of the Fulton County police from 1909 to 1913; James R. Padgett, born in Anderson, South Carolina, fertilizer manufacturer and father-in-law of S. Russell Bridges, Sr.; Thomas Moore, previously noted; William M. McKenzie, originally of Macon County, manufacturer, capitalist and extensive local realty owner; Elmer C. Chapman, owner of the Gould Building, son-in-law of the late E. F. Gould, who built the famous old "marble house" at Edgewood Avenue and Elizabeth Street in Inman Park; Captain John T. Stocks, well-known coal dealer, Captain Co. B, 7th Ga. Regiment, C.S.A., and a brother-in-law of the noted evangelist Sam P. Jones, of Cartersville; Green B. Adair, a native of Talladega County, Alabama, and long engaged, with his brother Augustus D. Adair in the wholesale commission and fertilizer business; Richard Hall Brown, born in Durham, England, founder and publisher of the *Southern Banker;* Judge Thomas P. Westmoreland, member Hampton's Legion, C.S.A., an Atlanta lawyer since 1867 and judge of the criminal division, Fulton Superior Court, a son-in-law of pioneer citizen Edward E. Rawson; Frank C. Owens, president Southern Land Company, a native of Florida, and father of Frank C. "Hop" Owens, of the Draper-Owens Company; John E. McClelland, born in Jasper County, former mayor of Stone Mountain and Atlanta councilman and alderman, an official of the J. M. High Company.[63]

Others were Colonel Mark A. Hardin, known for years as "The Warwick of Georgia Politics," a native of Henry County, resident of Atlanta 35 years and said to be the founder of the first Georgia bank north of the Chattahoochee River; Dr. Charles E. Dowman, a former president of Emory College and one-time pastor of Atlanta's First Methodist Church; William Spencer, one of the oldest engineers on the Atlanta & Florida, now Southern Railway; James Mann, old-time blacksmith, a volunteer fireman and a Confederate veteran; Benjamin Franklin Mauldin, a pioneer citizen of, and large landowner in, the Bolton section, for 16 years, including the war period, operator of Moore's Mill on Peachtree Creek; Benjamin F. Bennett, Sr., former newspaper man and a pioneer Atlanta printer and dealer in office supplies; John M. De Saussure, general manager, Tripod Paint Company, born in South Carolina and brother of G. R., D. B., and R. C. De Saussure, of Atlanta; Colonel James W. English, Jr., born in Griffin, noted railway construction engineer, former president of the Chattahoochee Brick Company and prominent in the social life of Atlanta; Dr. James J. Knott, former Confederate surgeon and well-known physician of the Fort McPherson area, medical educator and writer; Colonel Reuben Arnold, noted lawyer, Colonel of the 29th Tennessee Infantry, C.S.A., early Atlanta city attorney, 1868, and father of the late Lowry and Reuben R. and Quincy O.

Arnold, all well-known lawyers; Luther W. Rogers, a native of Oldtown, Maine, Atlanta's first "chain grocer," founder, in 1892, of the Rogers Stores, now, with the old David Pender Company, of Norfolk, Virginia, known as Colonial Stores, Incorporated; Joseph Hirsch, noted Atlanta clothing merchant, manufacturer, banker, volunteer fireman and city council member, a key figure in the founding of Grady Hospital and the Hebrew Orphans' Home; Dr. William Louis Jones, physician, educator and soldier, a pupil of the noted Dr. Louis Agassiz, former editor and proprietor of the *Southern Cultivator* and first editor of the farm and agricultural department of the *Atlanta Constitution;* Joseph W. Lambert, pioneer Atlanta contractor, a native of Belgium; Josiah Carter, noted newspaper man and secretary to Senator Hoke Smith, died in Washington, D. C.; John B. Daniel, prominent wholesale druggist, founder of the John B. Daniel Company; Foster Coates, publisher, the *Atlanta Georgian,* a key man in the Hearst organization and formerly with Joseph Pulitzer on the *New York World;* William J. Campbell, former Atlanta councilman, alderman and city clerk; Dr. W. P. Lovejoy, Presiding Elder, Atlanta District of the North Georgia Conference, Confederate soldier and noted Methodist minister; Charles S. Northen, general agent Phoenix Mutual Life Insurance Company and secretary of the Georgia State Senate, a nephew of the late Governor William J. Northen; Judge Edgar H. Orr, lawyer, educator and an Atlanta justice of the peace from 1891 to 1913; Oliver Winningham, a pioneer citizen of Stone Mountain; George Calhoun Walters, a native of Richmond, Virginia, trade magazine publisher, including *Cotton* and *Concrete Age,* a brother-in-law of Ernest Woodruff; William D. Owens, cashier Central Bank & Trust Corporation, son-in-law of Asa G. Candler and a brother of Frank C. Owens, who died earlier in the year; Madison Harralson, with his late brother, Philip, a well-known tobacconist, merchant and real estate operator.[64]

An unusual local citizen who died in 1914 was Lucius Perry Hills, known as Atlanta's wandering poet and lecturer. He was born in Bennington, New York, in 1844, and prior to the War Between the States lived in Buffalo and vicinity. He enlisted in the Union Army on October 5, 1861, as a private in Company E, 10th New York Volunteer Cavalry, serving until late 1864 in the various campaigns of the Army of the Potomac. After the war he lived in Chicago for a time, but later came to Atlanta, where he engaged at different times as farmer, postal clerk, writer, poet and platform lecturer. He was likewise an early patron of the Atlanta Art Association. Hills, who never married, has his own idea about epitaphs. Some time prior to his death he expressed the idea in verse, though it does not appear upon his grave in the National Cemetery at Marietta.

"I'd rather know one honest friend
  would come and drop a tear
Of heart-felt sorrow and regret upon my humble bier;
Than have a sculptured monument rise
  towering to the skies
Carved with a glowing epitaph of laudatory lies."[65]

NOTES—CHAPTER 92

[1] *City Directory,* 1914.
[2] *Ibid.*
[3] *Atlanta Constitution,* Sept. 15, 1924.
[4] *Atlanta Journal,* Oct. 4, 1914.

[5] Commission Book, State Dept. of Archives & History, Atlanta.

[6] Saye, *Constitutional History of Georgia,* 353; Cooper, *Story of Georgia,* III, 446.

[7] *Atlanta Journal,* Apr. 26, 1914.

[8] *Ibid.,* Oct. 11, 1914.

[9] *Ibid.,* Jan. 11, 1914.

[10] Miller, ed., *Atlanta,* 72.

[11] *Atlanta Journal,* Feb. 8, 1914.

[12] Henry B. Scott, "Romance of Atlanta Realty," *loc. cit.*

[13] *Ga. Laws,* 1914, p. 415.

[14] Mr. Watkins must have had the recent Frank case on his mind.

[15] *Atlanta Journal,* Jan. 12, 1914.

[16] This figure included the large holdings of Asa G. Candler, carried in The Coca-Cola Co. account.

[17] Bassett, *A Short History of the United States,* 1492-1920, p. 860.

[18] Cooper, *Fulton County,* 368-371.

[19] *Atlanta Journal,* Nov. 16, 1914.

[20] *Ibid.*

[21] Homady, *Atlanta,* 262.

[22] *Ibid.,* 262-263.

[23] City directories, 1925-1952.

[24] Cooper, *Fulton County,* 371.

[25] *Ibid.,* 371-372.

[26] *Atlanta Journal,* Sept. 4, 1914, *et seq.*

[27] *Ibid.,* Oct. 18, 1914.

[28] Candler, *Asa G. Candler,* 308-311.

[29] *Ibid.,* 311.

[30] *Ibid.,* 311-312; *Atlanta Journal,* Aug. 22, 1915.

[31] Candler, *Asa G. Candler,* 312.

[32] "Emory Is 100 Years Old," *Atlanta Journal Magazine,* Jan. 26, 1936.

[33] "1851-1951, Asa Griggs Candler," monograph, Emory University, 1951.

[34] Including Birmingham, Washington, D. C., and Hendersonville, N. C.

[35] Candler, *Asa G. Candler,* 395.

[36] *Ibid.,* 395-396.

[37] For full text of which see *Atlanta Journal,* July 16, 1914; Candler, *Asa G. Candler,* 397-399; Bullock, *History of Emory University,* 285-288.

[38] Candler, *Asa G. Candler,* 396, 399.

[39] Bullock, *History of Emory University,* 288-289.

[40] *Ibid.,* 289, 291.

[41] *Ibid.,* 292; Miller, ed., *Atlanta,* 266, 268.

[42] Bullock, *History of Emory University,* 292-293.

[43] *Ibid.,* 293, 295.

[44] *Ibid.,* 295.

[45] Dating from the founding of the Atlanta Medical College in 1854.

[46] Bullock, *History of Emory University,* 297.

[47] Record Postmasters, De Kalb.

[48] Bullock, *History of Emory University,* 302.

[49] *Ibid.*

[50] *Ibid.,* 303; Miller, ed., *Atlanta,* 269.

[51] *Atlanta Constitution,* Mar. 11, 1945.

[52] Candler, *Asa G. Candler,* 421.

[53] Father of Mrs. Ernest Woodruff.

[54] Ralph McGill, "A *$10* Million Georgia Story," *Atlanta Constitution,* Dec. 1, 1949; Katharine Barnwell, "Lecture on Modern Medicine Dedicates Woodruff Memorial," *Atlanta Journal and Constitution,* Nov. 9, 1952; Ralph McGill, "The Multimillionaire Nobody Knows," *Saturday Evening Post,* May 5, 1951, p. 26.

[55] Frank Marsh, "Druid Hills Baptist Church," *Atlanta Constitution,* Nov. 6, 1938; Cooper, *Fulton County,* 543-546; *Atlanta Journal,* Jan. 13, 1929.

[56] Augusta Wylie King, "The Atlanta Writers' Club," *A.H.B.,* XXVI (Oct. 1941) 287.

[57] Miller, ed., *Atlanta,* 167.

[58] *Atlanta Journal,* July 12, 1914, *et seq.;* 19 *Ga. Appeals Reports,* 271; Reuben R. Arnold to Franklin M. Garrett, Sept. 23, 1953; Marshall Nelms subsequent to the disappearance of his sisters became a Baptist minister.

[59] *Atlanta Journal,* May 10, 1914.

[60] *Ibid.,* May 12, 1914.

[61] *Ibid.,* May 13, 1914.

[62] *Ibid.,* May 14, 1914.

[63] "Garrett's Necrology."

[64] *Ibid.*

[65] *Ibid.*

CHAPTER 93

1915

RE-ELECTED without opposition in the city primary of September, 1914, Mayor Woodward again took the oath of office on January 4, 1915, and for the fourth, though not consecutive time, entered upon his duties as the city government's executive head.[1]

New members of council taking office at the same time were:

Aldermen:

First Ward, James R. Seawright, real estate.
Sixth Ward, J. Lee Barnes, proprietor, Majestic Hotel.
Ninth Ward, Edgar Dunlap, insurance.

Councilmen:

First Ward, James N. Renfroe, real estate.
Second Ward, J. Lawrence McCord, grocer.
Third Ward, George P. Freeman, tailor.
Fifth Ward, William H. Johnson, real estate.
Sixth Ward, Edwin F. Johnson, Johnson-Dallis Co., advertising agency.
Seventh Ward, Dr. John C. White, physician.
Eighth Ward, Edward H. Inman, cotton broker.
Tenth Ward, Samuel N. Freeman, salesman, Pittsburgh Plate Glass Company.[2]

Two important ministerial offices had new occupants as 1915 began. Frank F. Smith succeeded E. E. Williams as tax collector, and H. Nym Hurt succeeded his former superior, R. M. Clayton as chief of construction.

Nineteen-fifteen brought stormy weather to the Atlanta Police Department. Chief Beavers' 1912 campaign against the red light districts had not been greeted with universal approbation. He also became involved in factional differences in city politics, with the result that on July 26 he was suspended from office and Captain W. M. Mayo was installed as acting chief. On the 29th Beavers was placed on trial before the Police Board on charges of inefficiency and insubornation. The board, composed of W. P. Fain, chairman, George P. Dixon, W. A. Vernoy, Robert C. Clark, R. T. Pace, C. R. Garner, A. R. King and the Mayor, *ex-officio,* was represented by Attorney Charles T. Hopkins. Beavers was represented by George Westmoreland and James L. Key.

The trial, lasting several days, was a heated affair. Many witnesses testified pro and con. Beavers was supported by most of the ministers of the city who had endorsed his various crusades against vice. At one point in the proceedings a fist fight developed between attorney James L. Key and Archie Lee,[3] a reporter for the *Georgian,* which paper Key had criticised severely.

On August 3 Beavers was demoted to captain, but declined the position and three days later resigned from the department. Captain Mayo was elected chief in his stead.[4]

All was not dead serious in police circles during 1915, however, as the following incident related by the *Journal* on May 27 will illustrate:

"County officer C. C. Heard is very anxious for the public to realize that chewing gum doesn't come out of the new county police call boxes, even if a penny is forced into the box.

"These boxes, recently installed on the principal roads of the county, connect with the county police office at the court house and work similarly to the Gamewell call system boxes of the city. And, despite the fact that they are about the same shape and size as a chewing gum vending machine, with a keyhole resembling the slot for the penny, Mr. Heard vouches for the fact that there is not a stick of gum in any of them.

"Officer Heard caught a young countryman Wednesday afternoon trying to force a penny into the call box at Lakewood Heights. The penny wouldn't go easily into the keyhole, and the man was reaching around the road for a stone with which to drive it in and get his gum when Officer Heard nabbed him. After explaining that there was a little telephone inside the box instead of gum or chocolates, the officer turned his prisoner loose, admonishing him to quit monkeying with the call boxes in the future."

The Atlanta Fire Department had its ups and downs in 1915 too. The first fireman victim of an automobile accident was Hoseman Charles A. Lowe, 31, of Engine Company No. 9. The hose wagon upon which he was riding was struck by Emil Dittler's auto at Georgia Avenue and Washington Street. Lowe was thrown headfirst into the street and died two days later on February 9, without regaining full consciousness.[5]

On July 6, 1915, William B. Cody, a local fireman since 1878, four years before the paid department was organized, was elected chief, succeeding W. B. Cummings.[6]

Three months later, on Saturday afternoon, October 17, the Mion Building at 40 and 42 Luckie Street, occupied by the Mutual Film Corporation and the plumbing firm of Smith & Guest, was gutted by flames. The fire fed by a highly inflammable stock of film spread rapidly. A number of young women working on the second floor were trapped, and despite valiant rescue work on the part of the firemen, two, Misses Clara Westbrook and Lottie Horn, were burned to death.[7]

Atlanta's public school system, since its establishment in 1871, had expanded with the rapidly growing city, not only in size, but in usefulness.

As of January 1, 1915, the system was organized as follows:

Walter R. Daley, attorney, President, Board of Education.
George M. Hope, insurance, Vice-President, Board of Education.
William F. Slaton, Superintendent, Emeritus.
William M. Slaton, son of William F., and brother of Governor John M., Superintendent of Schools.
Leonidas M. Landrum, Assistant Superintendent.
Mrs. G. L. Leslie, Head Clerk.
Miss Kate L. Harralson, Musical Director.
Theo Toepel, Physical Director.
Mrs. Nellie T. Osgood, Drawing Director.
D. W. Winburn, Superintendent of Repairs.

The individual schools with the names of their principals were:

WHITE

Adair, George W., Miss Lucile Nolan.
Ashby Street, Miss Lillian Flynn.
Battle Hill, Miss M. F. Overby.

Bell Street, Miss Nellie Gatins.
Boulevard, Miss Lelia J. Garcia.
Boys' High, W. Frank Dykes.
Boys' Night School, Carroll Summer.
Calhoun Street, Miss Lillie Wurm.
Crew Street, Miss Ada Perrine.
Davis Street, Miss Julia T. Riordan.
East Atlanta, Miss Rusha Wesley.
Edgewood, Miss Ora Stamps.
English Avenue, Miss Lula Kingsbery.
Exposition Mills, Miss Annie Lewis.
Fair Street, Miss Gussie Brenner.
Faith, Mrs. Lucy S. Neil.
Formwalt Street, Mrs. Georgia Sams.
Forrest Avenue, Miss Kate B. Massey.
Fraser Street, Miss Lula Johnson.
Georgia Avenue, Miss Gertrude Corrigan.
Girls' High, Miss Jessie Muse.
Girls' Night School, Mrs. Laura M. White.
Glenn Street, Mrs. Beulah D. Manston.
Grant Park, Mrs. Diana Davis.
Highland Park, Miss Cora Spears.
Hill Street, Miss Emma Wesley.
Home Park, Miss Perry Henderson.
Howell Station, Miss Grace Freeman.
Inman Park, Mrs. Elizabeth B. Johnson.
Ira Street, Miss Laura G. Wood.
Ivy Street, Mrs. F. S. Whiteside.
Lee Street, Miss Annie Zuber.
Luckie Street, Mrs. M. C. Thomas.
Moreland Avenue, Miss Helen Roddey.
North Avenue, Miss Ella W. Smillie.
Oakland City, Mrs. Jennie Bloodworth.
Peoples Street, Miss Ruby Jones.
Pryor Street, Miss Annie E. Roddey.
Settlement Home Night School, Mrs. Effie Williams, senior teacher.
Slaton, W. F., Miss Agnes Morgan.
State Street, Miss Mamie L. Pitts.
Technological High, Charles S. Culver.
Tenth Street, Miss Ellie Dunlap.
Walker Street, Miss Mamie Battle.
Williams Street, Miss Joe Berman.
Woolen Mills, Mrs. Beulah D. Manston, teacher.

COLORED

Carrie Steele, Gertrude L. Williams.
Gate City, Agnes Jones.
Gray Street, Bessie E. Smith.
Houston Street, M. Agnes Jones.
L. & N., Elizabeth Wynne.
Mitchell Street, India M. Pitts.

Pittsburg, Carrie B. Pittman.
Roach Street, Clara Pullen.
Storrs, Carrie F. McHenry.
Summer Hill, Charles W. Hill.
Yonge Street, Cora B. Finley.

KINDERGARTEN

Atlanta (Free), Miss Madge Bigham.
Atlanta, Miss Katie Lee.
Atlanta (Free), Miss Eva Richardson.
Exposition Mills, Miss Mabel Loveless.
Joyner Park, ——
Mary Raoul, Miss Virginia Scott.
Plum Street (Free), Mrs. Kate W. Jolly.
Gate City (Free), colored.[8]

At the end of the year Mayor Woodward reported the opening of three new public schools during the year. They were: Commercial High, Mrs. Annie T. Wise, Principal; Lucile Avenue, Mrs. E. L. Thornton, Principal; Milton Avenue, Miss Mattie D. Mangum, Principal.[9]

Certainly all of the names cited in the above list comprise an honor roll in the field of local education. Many of the names represent those of pioneer Atlanta families. Some began their teaching careers during the stormy days of Reconstruction.

The death of John R. Wilkinson, Ordinary of Fulton County, on April 7, 1915, created an important vacancy in the official family of the county. Mr. Wilkinson, a native of Newnan, and brother of Chamber of Commerce President Mell R. Wilkinson, was prominent in Masonic circles, and had served as ordinary since 1900.[10]

In a special election held April 30 to fill the vacant office, Thomas H. Jeffries, deputy clerk of the Superior Court, was elected ordinary by a wide majority over Coroner Paul Donehoo and Judge William R. Hammond.[11]

The new ordinary was a native of Atlanta, having been born on Capitol Avenue, then McDonough Street, in 1854, son of Henry F. and Martha De Foor Jeffries. He was left an orphan as an infant and was reared by his maternal uncle, Thomas Moore, of Moore's Mill on Peachtree Creek. Jeffries attended Emory College at Oxford, from which he graduated in 1877. During the same year he married Miss Annie Laura Green, of an old Fulton County family, and for the next nine years the couple lived on a farm in Whitfield County. Mrs. Jeffries died in 1886 and the young widower returned to Atlanta, where he entered the milling business with his uncle Tom Moore. Subsequently he became secretary-treasurer of the Atlanta Stove Works. In 1893 he entered the Fulton County Clerk's office, where he served continuously until elected ordinary. Judge Jeffries was one of the most prominent Masons in the State. His long tenure as ordinary ended with his retirement on January 1, 1945, being succeeded by the present incumbent, Eugene Gunby. Judge Jeffries, known affectionately as "Uncle Tom," died November 6, 1948, at 94.[12]

In addition to a new ordinary, Fulton County also secured three new county commissioners in 1915. They were Thomas J. Hightower, Jr., a box manufacturer; J. Oscar Mills, a landscape gardener, and Dr. William L. Gilbert.[13]

Among the downtown improvements of the year was the building and opening of Journal Way, connecting Broad and Forsyth streets and overlooking the railway chasm. This handy walkway, financed entirely by the *Atlanta Journal,* was designed by Architect Thomas H. Morgan and was built by Contractor Robert M. Walker. It was opened to the public on March 30.[14]

At the same time Dr. E. L. Connally was erecting the Connally Building at the southeast corner of Whitehall and Alabama streets. And frequently, as the steel framework reached higher and higher, an aged Negro man was an interested spectator. Ran Peacock, as a boy of 12, was left as part of the estate of Lewis Peacock, a pioneer citizen of the Ben Hill section, who died in 1850. The Connally Building corner, then worth approximately $1,500, was also part of the Lewis Peacock estate. Ran, as a husky slave boy was worth about the same amount. In the division of the Peacock estate, Ran went to Temperance Peacock, then Mrs. Thomas W. Connally. Thomas Peacock, a son of Lewis, inherited a fourth of the land cornering at Whitehall and Alabama streets. Tom and Ran were about the same age. They had played together as boys, and thought surely that in later life they would be master and slave. Finally, in 1855, Tom Peacock made a trade. He swapped his land at Whitehall and Alabama to Thomas W. Connally for Ran. Six years later, when Tom Peacock went off to war, Ran proved his worth. As the only man left on the Peacock farm, he held things together for his master. Meanwhile, Tom Connally held on to the land and watched Atlanta grow. A smaller Connally Building had already been erected on the property by the time he died in 1884. His son, Dr. Elijah L. Connally, inherited the property. Ran Peacock had a natural interest in the new building.[15]

Residential architecture in the Atlanta of this period followed traditional patterns and borrowed heavily from styles, in some cases, hundreds of years old. By way of comment on this subject, the *Journal* said on July 18, 1915:

"Interior decorations in wealthy homes here follow styles, in many cases, centuries old.

"Furniture of Pompeiian design often is used, and fashions of the Italian renaissance are adopted.

"Architects and designers have tried in recent years to create fashions better adapted to this age. But such efforts failed.

"In every wealthy home here, recently built, the style of architecture and of interior decorations follows the fashion of some earlier period.

"Among the types of homes in Atlanta are the Southern and the New England colonial, the early English, Georgian, Italian, Spanish and French Renaissance. How the design of the home here has changed! The modern art became tiresome and lost its value.

"The result is an absolute return to old fashions—to the colonial, to the early English, to the time of the French and the Italian Renaissance, even to the Pompeiian customs of the architecture and decorations.

"A greater effort is also being made to harmonize architecture and interior decorations. Always, though the rooms be colonial, Adam, renaissance, or other period or feeling, they show the same harmony of design and furnishing.

"In keeping with Atlanta's wonderful progress of recent years, many beautiful homes have been built. During the year 1914, and up until the present time, even though Atlanta has felt heavily the depression occasioned by the European war, the building receipts have been enormous; and we note during this period the construction of a number of handsome residences. Among them are: on Peachtree Road, Charles N. Dannals, Hudson Moore, J. Epps Brown and E. R. Kirk; on Pace's Ferry Road, Edward H. Alsop; on Ponce de Leon Avenue, and in Druid Hills, Oscar Pappenheimer, Preston S. Arkwright, S. H. Venable, E. B. Stuart, Victor Smith, L. T. Merritt.

"John W. Grant and J. L. Dickey, Jr., are building on Pace's Ferry Road. Fine residences are in course of construction for M. L. Thrower, Jesse Draper, Mrs. Montag, Asa Candler and Robert Crumley.

"Let us mention briefly the interesting features of a few of the above residences.

"The Arkwright home is a fine early English reproduction and its beauty is greatly enhanced by the beautiful natural surroundings of shrubbery and trees. No more exquisitely decorated and furnished interior can be found in Atlanta.

"The home of Oscar Pappenheimer [next door to the northeast corner of Ponce de Leon Avenue and Juniper Street] is well known for its beautiful and complete music room. Of interest is the large pipe organ occupying all of practically one wall of the room. Designed in with mahogany panel walls are cabinets containing a wealth of music of the great composers. On each side of the wall are cases containing violins and cellos. Two grand pianos, well appointed furniture and rugs complete the furnishings of the room. Over the mantel hangs a portrait of Beethoven, on the opposite wall is a portrait of Wagner. On the window ledges are bronze busts of Mozart and Bach.

"The residence of Charles Dannals is of particular interest from an artistic standpoint, and is of pure colonial design.

"In Atlanta homes can also be found art collections of unusual value. Possibly the finest collections of paintings are owned by J. J. Haverty and by W. Woods White. . . ."

The custom of smoking cigarettes in public by the fair sex, though of fairly recent origin, has become commonplace and no longer merits even a lifted eyebrow. Not so in 1915. Consequently, on Saturday, January 30, of that year, when a pretty little blonde smoked a cigarette in a hotel cafe, the local press was led to observe:

"All the men are asking, 'Who is she?' And all the women are exclaiming, 'How did she have the nerve?' Not that it's against the law, but somehow Atlanta has never cared to be quite so metropolitan as to imagine its women smoking—and in a public place too.

"It happened at noon Saturday in the main cafe of the Piedmont Hotel, and the room was crowded with many diners who saw her when she first came in with her escort and seated herself at a corner table—one of those bewitching blondes in a nifty coat suit and a cute little harem hat.

"Thirty minutes later, every eye in the room was upon her, for out of a tiny silver case she extracted a gold-tipped cigarette, struck a match, lighted the cigarette, tossed the match to the floor and smoked and calmly blew a ring.

"And she smoked that cigarette to the bitter end and while a hundred people watched her in fascinated silence, rose at last, flipped the 'cig' into the ash tray, took her escort's arm and tripped gaily out for all the world as if she hadn't done what had never been done before."[16]

Less than two months later Asa G. Candler created a much more solid and useful sensation when he personally bid in an entire issue of State of Georgia bonds amounting to more than three million dollars.

In 1914 the Legislature had authorized Governor Slaton to issue bonds amounting to $3,079,000 to meet the State's bonded debt maturing in 1915. The rate of interest on the maturing debt was 4½ percent, on the new bonds 4¼ percent. Because of the war in Europe and the depressed state of the cotton market it was feared that the new bonds might not sell at a fair price. Much to the surprise and gratification of the people of Georgia, however, the bonds, when offered in March, 1915, were overbid five times at a price on a par with the price of New York bonds.

In competition with many banks and bond dealers, Asa Candler, on March 15, submitted by far the highest bid, $1,017.82 per $1,000 of bonds, which amounted to a premium of $62,815.50 on the issue. The next highest bid, though considerably lower than Mr. Candler's, came from the Trust Company of Georgia through its president, Ernest Woodruff. Candler's bid was a personal one, backed by his own funds, and was accompanied by his personal check for $70,500, the two percent guarantee required.

Mr. Candler agreed that the State was to deduct the amount of the premium from the value of the bonds issued to him, thus saving the Georgia government 4¼ percent interest on this amount for the average life of the bonds, or another $72,080.28. In exchanging the new bonds for the old, the State saved a total of $237,951, this representing the difference in interest rates. Thus, as the *Journal* pointed out on March 16, Mr. Candler was largely responsible for a saving to the people of Georgia of $372,846.

It was Mr. Candler's announced desire that Georgians, preferably small investors, be given first call on the bonds. To this end he selected the local bond firm of Robinson-Humphrey-Wardlaw to dispose of the issue. Most of the bonds were eventually sold to Georgians, with only a moderate profit to Mr. Candler, who incidentally, retained Bond No. 1.

Governor Slaton took occasion to point out on the day of the sale to Asa Candler "that this will be the first time since the Civil War when an entire issue of Georgia bonds has been bought by Georgia capital."[17]

Probably no annual event in the City of Atlanta attracts more people from the state at large than does the Southeastern Fair, held each fall at Lakewood. From the Agricultural Fair of 1850 to the Cotton States and International Exposition of 1895 many notable fairs had been held locally, but from 1895 to the beginning of World War I, Atlanta's fair spirit went into at least semi-retirement. The Fair Street School and many residences occupied the fair grounds of the 1850's; the whirring spindles of the Exposition Cotton Mills had long since taken over the site of the great fair of 1881, while Piedmont Park, site of the successful fairs of the late 80's and the Exposition of 1895, was now barred to such events.

The tight cotton situation engendered by the war emphasized the need for Georgia farmers to raise more food crops and livestock. A stimulus to this movement was needed. Then, in 1914, the press began an agitation for Atlanta to do more for the "back country"—to improve livestock raising and agriculture. Atlanta was accused of being too smug, of taking no interest in trying to boost the rural areas of the state.

True, the Atlanta Chamber of Commerce had been helping to sponsor Boys' Corn Club (later 4-H Club) shows since 1910. However, as a result of prodding by the press it was suggested that this activity could be developed into a regular agricultural fair, bigger and better than those being held at Macon; a place wherein a real challenge could be extended to farmers to compete, with prizes being offered for superior products.

It was an activity of major proportions. A suitable place must be found, permanent buildings were needed, financial backing must be secured and workable plans of organization must be drawn up. The Chamber of Commerce, headed by Mell R. Wilkinson, took hold. A committee was appointed to do some spade work and to interest the Retail Merchants' Association and the city and county authorities in the idea. The committee was composed of Walter G. Cooper, secretary of the Chamber; Preston Arkwright, V. H. Kriegshaber, H. G. Hastings, Brooks Morgan, S. B. Turman, Charles Whiteford Smith, C. H. Kelley, Beaumont Davison, Mell R. Wilkinson, and Ivan Allen. The Messrs. Wilkinson, Cooper and Allen were soon devoting more than half of their time to the fair project, the ultimate success of which was due in large measure to their hard work.

Lakewood Park, comprising some 375 acres of woodland, and then rented by the city to a concessionaire for $600 a year, was picked as a site. For financing, a three-cornered partnership was evolved, calling for an appropriation of $75,000 each from the city and Fulton County, and the raising of a like amount by stock subscription from local businessmen. To formulate plans of organization, several men were chosen to visit fairs all over the country, report their findings and consolidate the best points of the various plans into a workable whole for Atlanta.

Finally, in the spring of 1915, all this preliminary work was completed and Ivan Allen was asked to make a report to a joint meeting of the Chamber of Commerce and the Retail Merchants' Association. Since the plan, with only minor changes, was adopted as the basis upon which the Southeastern Fair Association was launched, it is herewith quoted in full:

"In compliance with your request I am glad to submit a rough sketch of my incomplete idea of how a great exposition could be organized in Atlanta.

"As a site, Lakewood Park, with several hundred acres and the largest body of water in the county, with proper approaches could be turned into the most beautiful and convenient exposition park in this country.

"A landscape garden plan or plot for a complete five million dollar exposition should be made at once, and then work the 'gun' on the grounds, finishing a unit of the general plans as fast as funds are available.

"This would give that part of town and county a magnificent park, furnished the year round with light, water, police and sanitary service; to be used eleven months out of the year for park purposes and leased one month out of the year to an exposition company in consideration of the company agreeing to hold a yearly exposition, and to spend two-thirds of the net proceeds yearly on the grounds for permanent buildings and improvements for exposition purposes.

"The city of Atlanta to appropriate $75,000 in 1915 for permanent buildings adapted to exposition purposes, all buildings to be standardized, fireproof, permanent construction.

"The county of Fulton to appropriate $75,000 in 1915 in money, labor and material for grounds and approaches.

"The business men of Atlanta to organize a $75,000 stock company. Shares $100 par value. All common stock. Each share of stock to entitle the holder to one annual pass, and participation in one-third of the exposition profits, the other two-thirds yearly to be expended on the city and county property for exposition permanent improvements.

"The capital stock of the exposition company to be paid in four quarterly payments. This capital stock to be spent each year to promote the exposition and paid back each year from the first receipts of the exposition to promote the next year's exposition and so on.

"This plan makes the exposition a permanent institution, and on the success of the exposition depends a dividend, large or small.

"Property to belong to the city, which will own all of the permanent improvements and never be obligated for any debts.

"The exposition company to be a business organization free from politics and it should be officered by business men who have the city and the success of the exposition at heart.

"On this basis the first year it should be possible to make this the largest and most successful exposition ever held in the South since the Cotton States Exposition of 1895."[18]

Ivan Allen was made chairman of a committee to sell stock to business men. It was uphill work at first but in the end the stock was oversubscribed. The city and county came through with their respective shares, and on May 10, 1915, the contracts for the buildings and other work were let. Mr. Allen was made a member of the Board of Directors and of the Executive Committee, and was named chairman of the Building Committee.

By November 1 the two buildings were almost ready to be used. The South Pryor Street extension and the underpass under the Southern Railway were open, and the street car line was rapidly being extended into the fair grounds. The buildings were not in a sufficient state of completion in 1915 to house a full-blown fair, but the annual Boys' Corn Club show and a Hereford Cattle show (the first pure blood cattle show ever seen in Georgia) were held in one end of the Liberal Arts Building. At the same time a huge Harvest Festival was staged on the grounds, with parades, fashion shows, fireworks and other diversions. It was a solid success and a good omen of even better things to come.

The Southeastern Fair of 1916 surpassed all expectations. Many states besides Georgia took part in it. There were livestock, agricultural, art and farm machinery exhibits. There was an automobile show, a suffragette demonstration (women could not yet vote) and a great fireworks show. The woman's department, headed by Mrs. Samuel Lumpkin, made significant contributions. A stellar attraction was the horse racing on the four-mile track, built by Fulton County around the lake. Indeed, Ivan Allen had succeeded in getting the Grand Circuit Races for Lakewood.

Between the time of its organization and 1933, the Southeastern Fair Association was headed by the following gentlemen as president:

1915—Mell R. Wilkinson.
1916—Ivan Allen.
1917-21—Harry G. Hastings.
1922-24—J. Oscar Mills.
1925—Colonel Frederick J. Paxon.
1926-28—Arthur L. Brooke.
1929-31—Alfred C. Newell and Lee Ashcraft.
1932—Horace Russell.

The fair had its ups and downs during this period. But in the depression year of 1933 it reached low tide. Debts accumulated, attendance fell off, buildings and property began to look shabby. Balances were due on the grandstand, on the fence and on the Wilkinson Building. The sewer was emptying into the lake, which was condemned. Creditors were pressing.

Ivan Allen and Colonel Paxon pledged themselves to see that the fair did not go under and that the stockholders got their money somehow. Together with Walter Hendrix they formed a Steering Committee. Colonel Paxon suggested that they try to interest some younger men in taking over the active management of the enterprise. Mike Benton, president of the General Elevator Company, and John Armour, credit manager of the Davison-Paxon Company, were approached. They were informed of the true financial situation, but given every assurance that the Steering Committee would stick by them.

That year, 1933, the fair was operated without any committees or organized help. The officers received no pay. Something over $20,000 was made, all of which was applied to back debts. The Steering Committee was delighted. In Mr. Benton they had found a real showman and a fine businessman.

From that time forward the fair has had its share of difficulties, but its general trend has been steadily upward. Since Mr. Benton's advent as president, all debts have been paid and each year a nice profit—nearly a million dollars—has been made and invested in physical improvements. In 1948 the fourth and last building in the original plaza plan for the fair was completed and named the Benton Administration Building. Ivan Allen continued to serve as chairman of the Board of the Fair Association until 1848. In 1946, two years before his retirement, he had the pleasure of seeing the preferred stockholders paid in full.

During its thirty-odd years the Southeastern Fair has come to be one of the South's premier drawing cards. It is the only fair of its kind that operates without an annual appropriation from some government source, and the only one that operates at a profit. It has been a leading factor in the upbuilding of the poultry and livestock industry in Georgia. It and the expositions which were its forerunners have played a vital role in the making of Atlanta. So have the men whose labor, faith, and substance made them possible.[19]

It is reasonably certain that no motion picture, with the possible exception of *Gone With the Wind,* has ever made a deeper impression upon Atlanta audiences than D. W. Griffith's great 1915 epic, *The Birth of a Nation,* a tear-jerking, throat clutching drama of the War Between the States. This picture, which in a way, marked the coming of age of motion picture entertainment, was brought to Atlanta in early December, 1915, for a run at the Atlanta Theater on Exchange Place opposite the Hurt Building.

The Birth of a Nation hit Atlanta like a tidal wave. Said Ward Greene, then a feature writer for the *Journal:*

"The story of the creation was told in eight words, but should the pen of another Moses be raised today he would need ten times that number of pages to do credit to *The Birth of a Nation.*

"There has been nothing to equal it—nothing. Not as a motion picture, nor a play, nor a book does it come to you; but as the soul and spirit and flesh of the heart of your country's history, ripped from the past and brought quivering with all human emotions before your eyes.

"It swept the audience at the Atlanta Theater Monday night like a tidal wave. A youth in the gallery leaped to his feet and yelled and yelled. A little boy downstairs pounded the man's back in front of him and shrieked. The man did not know it. He was a middle-aged, hard-lipped citizen; but his face twitched and his throat gulped up and down. Here a young girl kept dabbing and dabbing at her eyes and there an old lady just sat and let the tears stream down her face unchecked.

"For *The Birth of a Nation* is the awakener of every feeling. Your heart pulses with patriotism when those boys in gray march to battle with banners whipping and the band playing *Dixie;* you are wrung with compassion for the mother and her girls desolate at home; you are shocked by the clamor of mighty armies flung hell bent into conflict; your throat chokes for a boy who dies with a smile on his face beside the body of his chum, the enemy. Then 'the South's best friend' crumples under the assassin's bullet and the land of the lost cause lies like a ragged wound under a black poison that pours out upon it. Loathing, disgust, hate envelope you, hot blood cries for vengeance. Until out of the night blazes the fiery cross that once burned high above old Scotland's hills and the legions of the Invisible Empire roar down to rescue, and that's when you are lifted by the hair and go crazy.

"Race prejudice? Injustice? Suppression? You would not think of those things had you seen *The Birth of a Nation.* For none but a man with a spirit too picayunish and warped for words would pick such flaws in a spectacle so great and whole-hearted as this. In the first place the picture does every credit to the negro race, lauds those faithful old black people whose fealty to their masters led them to dare the anger of mistaken fanatics, shows the true progress they have since made in industry and education. This picture is too big a thing to be bothered by such a gnat's sting of criticism.

"Technically, *The Birth of a Nation* is perfect. Its stage settings, the acting of the principals, its faithfulness to historic fact, its every intimate detail, its photography and its skillful blending of scenes laughable and pathetic—all are so well done that you don't even think about them during the picture.

"Yet in retrospect they loom big. There is the night photography portraying the Battle of Atlanta, for instance. Griffith gives you the flash of a desolate family huddled on a hilltop and far below Sherman's invaders putting the city to the torch and raiding onward to where the sea laps the sand at Savannah.

"There is the old southern home in the very first part of the picture, when the orchestra plays *Suwanee Ribber.* An old man sits there and by his side a cat and a puppy maul each other. The cat claws viciously, you can almost hear the puppy whimper. And you laugh out loud at the joy of it.

"When they go to war, your breast swells at the sight of the flower of the Confederacy tripping away to the strains of *The Bonnie Blue Flag.*[20] But you smile sympathetically too, at the darky buck-dancing on the corner and the little pickaninnies rolling funnily in the dust.

"You marvel again at the rolling smoke and flash of shell and cannister across a far-flung battle line, you feel as much the pathos when the boy of the north pauses with uplifted bayonet above the body of his chum of the south, until he jerks back from the bullet and wavers down across the body and before he dies smiles that roguish lad's smile and steals his arm across the other's face before he, too, lets his curly head fall in the shadows of the other's shoulder-blades.

"There is the scene where 'the little colonel'[21] comes home after the war, wasted, wan, hopeless, pausing, uncertain outside the old mansion where the shattered gate hangs broken on the hinges. And his little sister comes to greet him. She flies out of the house and stops at the threshold and smiles at him.

They do not fall into each other's arms, but stand there and try to joke a little to hide the pity in each other's eyes. He fingers the 'southern ermine' on her dress and it ravels away, just like the raw cotton she had bravely donned in honor of his home-coming. And then she cleaves to him with both arms around his neck. And when the picture fades away as he is drawn inside the door, the last thing you feel is the spasm of pain in his face, the last thing you see are twin hands clutched convulsively across his shoulders.

"That little sister—she is wonderful. Mae Marsh is the girl who plays the role, plays it with an abandon and sincerity that is not acting but living. There, at the last, when she goes to the dark spring for water, you see her smile gayly at a squirrel on a limb; you see the bright eyed little animal swallow a nut. You follow her mad race through the woods from the black crazed by power. You are with her when she pauses on the precipice and when she plunges downward and rolls over and over at the bottom to writhe for a moment, crushed and broken, before her head snaps back.

"She is but one of the stars. That gives you an idea of the lavishness of the picture. Wallace Reid, who is featured in other films as the whole show, is in this picture in but one scene. Yet he is worth it, for his battle with ten negroes in the ginshop of 'White-armed Joe' thrills you to the core. He uppercuts one and hurls another across the room, brains a third with a chair, pitches a fourth out of the window, beats them back until a shot spurts gray smoke and he totters into the street and drops forward in a heap.

"Then the Ku Klux Klan gathers. The scenes which follow defy description. In the little town of Piedmont the blacks are celebrating; far away across the hills the Klan assembles. Back and forth the scene changes—one moment a street in Piedmont swirling with mad negroes, the next a bugle blast from the orchestra and out of the distance the riders of the Klan sweeping on and on. Back to the street and a house where a white girl trembles in fear before a black horde without, back with the bugle blast to the onrush of the Klan. They are coming, they are coming!

"You know it and your spine prickles and in the gallery the yells cut loose with every bugle note. The negro mob grows wilder and wilder, the white-shrouded riders are tearing nearer and nearer. Then, with a last mighty blast from the bugle, they sweep into the town and with a shattering volley hammer into the crowd. They fire back, they break, they flee. The Klan beats on them and over them, here a rider knocked off his horse and there another whizzing clean out of the window to the back of his steed—on them and over them to rescue and retribution and final triumph.

"And after it's all over, you are not raging nor shot with hatred, but mellowed into a deeper and purer understanding of the fires through which your forefathers battled to make this south of yours a nation reborn.

"That's why they sold standing room only Monday night and why every matinee at 2:30 and every night performance at 8:30 this week will be packed.

"I wouldn't pay $2 to see any movie in the world," scoffed one man Monday.

"A friend took him Monday night. Tuesday he spent $10 to take himself again, his wife, his two children and his maiden aunt.

"And if you haven't seen it spend the money, borrow it, beg it, get it any old way. But see *The Birth of a Nation*."[22]

Thousands did, again and again over the next several years.

Interestingly enough, though apparently there was no connection, a weird scene took place atop Stone Mountain less than two weeks before *The Birth of a Nation* opened in Atlanta.

On Thanksgiving night, 1915, William Joseph Simmons, preacher, traveling salesman and experienced promoter of fraternal orders, accompanied by 33 close friends, went to the top of the mountain, and at midnight, went through the solemn ceremony of resurrecting and bringing into active life the Knights of the Ku Klux Klan. Two of Simmons' associates on this occasion were bona fide members of the original Reconstruction period Klan, moribund since the early 1870's.

A charter issued by the State of Georgia gave corporate rights to the new fraternal order. Thus legally established, Simmons called upon the world to witness that his was a "high class, mystic, social, patriotic, benevolent association" devoted to the sacred duty of protecting womenhood, to the idea of the "Fatherhood of God, Brotherhood of man," to the principle of "white supremacy"—in short, to "real patriotism" and "pure Americanism." Unlike the first Ku Klux Klan its appeal was not sectional, consequently, it spread from the South throughout the nation. Membership was open to native-born, white, Protestant males, 16 years of age or older; Negroes, Catholics and Jews were excluded and were often the targets of animosity and persecution by the Klan.

Until 1920 the Klan grew slowly and was threatened with financial disaster. During that year Edward Young Clarke, advertising man, promoter and publisher, son of one of the early part owners of the *Constitution* and author of Atlanta's first published history, was appointed Imperial Keagle, or Chief of the Organization Department, by Imperial Wizard Simmons.

Under Clarke's vigorous direction Klan organizers crossed the Mason and Dixon line early in 1921. Results were amazing. Within nine months practically every northern state had its Klans and the light of the fiery cross had been seen upon many a northern hill. During the same year, 1921, the Klan acquired the former Edward M. Durant home, now owned by the Catholic Church, at the southeast corner of Peachtree Road and East Wesley Road, as an Imperial Palace.

E. Y. Clarke's organizing efforts were helped by the times. The appeal of the Klan came to a people suffering from the hysteria of World War I. By 1924 when the Invisible Empire was at the peak of its strength, membership reached 6,000,000. Meanwhile, in 1922, control of the Klan slipped from the grasp of Simmons and Clarke into the hands of Dr. Hiram Wesley Evans, of Texas, who became Imperial Wizard. He moved to Atlanta, which continued as national headquarters of the organization.

In the elections of 1922, 1924, and to a certain extent, 1926, the Klan concentrated its powers at the polls so effectively that it was able to elect, in several states, United States senators, congressmen, state officials and to exercise considerable control over local politics. By 1928 its power had waned and had little effect on the elections of that year.

During the economic depression of the 30's the Klan again became active on a wide scale, especially against trade-union organizers in the South. It also openly threatened Negroes with dire punishment if they exercised their right to vote, and it collaborated with fascist elements and organizations. After the entry of the United States into World War II, the Klan curtailed its activities. Revival, however, of Klan activities after the war led to widespread public sentiment for the suppression of the organization, inspired to some extent by certain acts of violence perpetrated in the name of the Invisible Empire. It suffered a severe setback in its national stronghold when, in 1947, the State of Georgia revoked the Klan charter. Subsequently, a number of other societies were organized to replace the Klan, the largest and most powerful of which was the Association of Georgia Klans. This organization, in 1949, was placed on the list of subversive organizations issued by the United States attorney-general.[23]

Among the old and well-known Atlanta area citizens who died during 1915 were Samuel M. Inman, "Atlanta's First Citizen," born in Dandridge, East Tennessee, cotton merchant, banker, civic leader and an organizer of the Southern Railway Company, for whom the Inman Yard of the road in Atlanta was named. Throughout his long, successful and useful career Mr. Inman never held a political office or belonged to a fraternal organization; Calvin W. Hunnicutt, 88, a resident since the late 1840's, a native of Mecklenburg County, North Carolina, and for many years one of Atlanta's best known merchants—firm of Hunnicutt & Bellingrath; Henry T. Hayes, city license inspector for 10 years past and a native of Wilmington, Delaware; Captain Dickerson H. Sanders, noted Confederate soldier, retired lawyer, born and reared in Penfield, Georgia, son of Billington M. Sanders, first president of Mercer University; Walter S. Larendon, engineer, former superintendent of the city Public Works Department and member of an old Atlanta family; Hamilton Crankshaw, a resident since the 50's and a pioneer millwork manufacturer; Captain J. M. Summers, ante-bellum citizen and Captain Co. F, 42nd Georgia Volunteers, C.S.A.; Benjamin M. Cook, born in Henry County, a son of Jesse M. Cook, for whom the Cook's District of Fulton County was named; Captain James W. Thomas, a native of Alexandria, Virginia, Confederate veteran, for 30 years Southern Agent for the Spool Cotton Company, and a son-in-law of pioneer citizen James Ormond; Joshua Tye, for many years proprietor of one of Atlanta's best-known meat markets; Colonel A. Park Woodward, born at Bluffton, South Carolina, and a local resident since 1870, served under General Albert Sidney Johnston, C.S.A., newspaper man, city official and for many years general manager of Atlanta's waterworks department; Reuben W. Tidwell, Confederate veteran, wholesale grocer and native of Coweta County; Dr. Robert J. Massey, physician, druggist, writer and historian, credited, during the War Between the States, with saving the State Library, then at Milledgeville, from destruction by Union soldiers; Marcellus O. Markham, shoe merchant, collector of customs during the Taft administration, born in Henry County, son of pioneer citizen William Markham; John Baxter, Confederate soldier and a pioneer citizen of the Tucker area of De Kalb County; Walter C. Henderson, veteran newspaper man, connected with the *Constitution* for 45 years; Andrew P. Thompson, old-time Atlanta hardware merchant, member 19th Tennessee Infantry, C.S.A., and a former member of city council.[24]

Others were Ozias A. Smith, roofing manufacturer, a native of New York City and a resident of Atlanta since 1867; Judge Alonzo A. Manning, veteran justice of the peace and lawyer; William A. Loyless, born in Terrell County, wounded in the Battle of Jonesboro while serving in the Confederate army, well-known wholesale druggist and patent medicine manufacturer; Dr. Henry Bak, a native of Austria-Hungary and an Atlanta physician since the early 1870's; Samuel A. Orr, retired machinist, a resident since 1852, and the oldest living member of the First Christian Church; William Bradley, English-born contractor and stone mason, responsible for much of the unique stonework yet to be found in northwest Atlanta, east of Marietta and south of Tenth Street; Judge Charles S. Reid, of the Superior Court of the Stone Mountain Circuit, a native of Blairsville, Georgia; Dr. Samuel Hape, born in Middlebury, Maryland, Confederate veteran, dentist, and the founder of Hapeville; W. G. Humphrey, died in Toledo, Ohio, city councilman and member of the well-known bond firm of Robinson-Humphrey; Major Green B. Manley, born in Virginia, Major, C.S.A., and a pioneer local railroad man; Dr. Tullius C. Tupper, Episcopal minister and chaplain of the Federal Prison since its opening; Albert A. Wood, machinery manufacturer, native of New York and a local resident since 1876; John Newton Wood, a life-long resident of Fulton County, eldest son of pioneer settler Jesse Wood, member Cobb's Legion of Cavalry, C.S.A.; Captain James M. Liddell, born in Gwinnett County, a resident of the Rock Springs area of the Peachtree District for 55 years, successful farmer and Confederate soldier; S. H. "Uncle Henry" Wallace, a resident of the Ben Hill section for nearly 70 years; W. L. "Uncle Leak" Wilson, another pioneer of the Ben Hill section, served during the War of the 60's as lieutenant, Co. I, 42nd Georgia Regiment; John R. Stamps, former coroner of Fulton County, a native of Coweta County; David Morgan, born in Thruse, Scotland, an Atlanta harness manufacturer since 1875; Harry H. Hightower, native Atlantan, member of the old firm of Hightower, Hallman & Company, and an enthusiastic lover of the works of Robert Burns; Captain James W. Morrow, born in Monroe, Georgia, served under General Tige Anderson, C.S.A., founder of the Morrow Transfer Company and former sheriff of Fulton County; Cornelius Jerome Simmons, lawyer, public utilities official, son of Dr. Stephen S. Simmons, of De Kalb County; J. J. L. Poole, grocer, councilman-elect from the 2nd ward, a grandson of pioneer settler Adam Poole and an uncle of A. Lamar Poole of the city police and Harry G. Poole, the undertaker; William Bensel, retired contractor and public-spirited citizen, builder of some of the original Agnes Scott College buildings; George H. Holliday, Sr., president Atlanta Dental Supply Company and member of an old Atlanta family; Edwin Kingsbery, wholesale shoe merchant, brother of Joseph Kingsbery, founder of the old Gentlemen's Driving Club, and Jefferson Herrick, pioneer telegrapher and early Atlanta manager for the Western Union.[25]

NOTES—CHAPTER 93

[1] *Atlanta Journal,* Sept. 16-17, Oct. 1, 1914.

[2] *City Directory,* 1915.

[3] Lee, after service in World War I, entered the advertising profession, in which he became notably successful. He is credited with evolving many of the fundamental advertising policies used with such fine results by The Coca-Cola Company. At the time of his death in St. Louis in 1950 he was Chairman of the Board of the D'Arcy Advertising Company and chief account executive representing The Coca-Cola Company.

[4] *Atlanta Journal,* July 26-Aug. 7, 1915.

[5] *Ibid.,* Feb. 9, 1915

[6] *Ibid.,* July 6, 1915.

[7] *Ibid.,* Oct. 17, 1915.

[8] *City Directory,* 1915.

[9] Cooper, *Fulton County,* 674.

[10] "Garrett's Necrology."

[11] *Atlanta Journal,* May 1, 1915.

[12] Knight, *Georgia and Georgians,* IV, 1924; *Atlanta Constitution,* Nov. 7, 1948.

[13] Cooper, *Fulton County,* 710; *City Directory,* 1915.

[14] *Atlanta Journal,* Mar. 30, 1915.

[15] *Ibid.,* Aug. 8, 1915; "Garrett's Necrology."

[16] *Atlanta Journal,* Jan. 31, 1915.

[17] *Ibid.,* Mar. 15-17, 1915; Candler, *Asa G. Candler,* 320-321; Cooper, *Story of Georgia,* III, 439-440.

[18] Williams, *Ivan Allen,* 109-110.

[19] *Ibid.,* 106-123; Miller, ed., *Atlanta,* 32; Cooper, *Fulton County,* 372-373.

[20] The picture was of course, silent. Musical effects were produced by a live orchestra.

[21] Played by Henry B. Walthall.

[22] *Atlanta Journal,* Dec. 7, 1915.

[23] Hornady, *Atlanta,* 336-346; *Encyclopedia Britannica* (1953), XIII, 514; *The New Funk & Wagnalls Encyclopedia* (1951), XXI, 7608.

[24] "Garrett's Necrology."

[25] *Ibid.*

CHAPTER 94

1916

FORMER Atlanta citizen Woodrow Wilson, in spite of his fine record, had no easy victory for re-election as president in 1916. The Republican party, reunited after its split in 1912, fought a vigorous fight with a strong candidate, Charles Evans Hughes. The many achievements of the Wilson administration were cited during the contest, though the slogan of the campaign became, "He kept us out of war." For awhile the election was in doubt, with Hughes the apparent victor. California proved to be the crucial battleground. It finally went for Wilson, however, and his victory was assured. The electoral vote stood 277 for Wilson and 254 for Hughes.[1]

The Georgia gubernatorial contest of 1916 was also a lively affair. Preceding it, however, the Legislature, which met in regular session on June 28, passed some significant and interesting bills.

Among them were the Compulsory Education Bill, providing that all children between eight and fourteen should attend some school or pursue a course at home in the elementary branches of an English education at least four months a year. Also the Yeomans Bill, authorizing county school boards to furnish school text books to children at cost or for a small rental.

The same Legislature passed a bill permitting women to practice law in the courts of Georgia, though they still couldn't vote; and it also passed legislation creating the State Highway Commission, of which T. E. Patterson, of the State Prison Board, was elected first chairman. Largely through the efforts of the Georgia Federation of Women's Clubs, the same Legislature adopted the Cherokee Rose as the official floral emblem of the State.[2]

A bill passed by both houses known as the Neill Primary Election Bill, providing for a second primary in cases where candidates failed of election in the first primary, was vetoed by Governor Harris as he considered it an unnecessary expense to put on individual candidates already burdened by the cost of the first primary. For this veto he was severely criticized.[3]

For this reason, and partly because of his age and his active support of prohibition, considerable opposition developed, during the spring of 1916, to Governor Harris' re-election. Dr. L. G. Hardman, a prohibition advocate, who contended that Georgia had had enough lawyers as Governor and now needed a physician, entered the race against Harris, as did Joseph E. Pottle, of Milledgeville, former Solicitor-General of the Ocmulgee Circuit.[4]

Meanwhile a call went forth for the able Solicitor-General of Fulton County, Hugh M. Dorsey, famed for his recent prosecution of Leo M. Frank. At the time he was engaged in prosecuting Victor Innes, in connection with the mysterious disappearance of the Nelms sisters. Feeling it his duty to push that case to a decision before the court, Dorsey was deliberate in answering the call, but pressure became great and the prospect of success at the polls so assuring that he finally entered the race.

Supported by Tom Watson, and campaigning upon a platform of upholding the verdicts of the courts, Hugh Dorsey, on September 12, was elected by a large majority over his three opponents. The Governor-elect was a member of one of Atlanta's best families—originally from Fayetteville—where he was born in 1871. After graduation from the University of Georgia and a year of law at the University of Virginia, he began the practice of law in Atlanta in 1895. Appointed Solicitor-General of the Atlanta Judicial Circuit in 1910 to fill the unexpired term of Charles D. Hill, deceased, he was elected to that position in 1912 and held it until he was elected Governor.[5]

When Dorsey resigned as Solicitor-General, Governor Harris appointed an Atlanta lawyer, Eb. T. Williams, to succceed him. In the fall primary, however, John A. Boykin, also a member of the Atlanta bar, was elected for the full term, succeeding Mr. Williams.[6]

Another Harris appointment of 1916 brought a former and distinguished citizen back to Atlanta. On September 6, Justice Joseph Henry Lumpkin, of the State Supreme Court died. To succeed him Judge Sterling Price Gilbert, then of Columbus, was appointed for the unexpired term. Judge Gilbert remained on the bench until his retirement in 1936, and continued to reside in Atlanta to the end of his long and useful life, which closed in 1951 at 89.[7]

In addition to Solicitor-General John A. Boykin, Fulton County secured two new ministerial officers in late 1916. James I. Lowry, for many years a Southern Railway conductor, succeeded former W. & A. Railroad Yardmaster, C. Wheeler Mangum, as sheriff. Lucien Harris, a son of Joel Chandler Harris, succeeded Andrew P. Stewart, deceased, as tax collector.[8]

"Uncle Andy" Stewart, who died October 29, 1916, was a noted citzen of Atlanta. He was born in Jackson, Butts County, Georgia, and came to Atlanta as a boy, where his first job was polishing stoves in a hardware store. Later he became head of his own stove, tinware and house furnishings business, the manufacturing end of which was ultimately sold to the American Can Company. Mr. Stewart became tax collector of Fulton County in 1889 and held the office for 26 consecutive years. He accumulated much valuable real estate and was well known for his quiet deeds of charity. Stewart Avenue bears his name. His wife, who survived him, was Miss Fannie Manning, daughter of Judge Jethro W. Manning, ante-bellum Atlanta lawyer, judge of the old Fulton County Inferior Court, and for many years county school commissioner.[9]

De Kalb County acquired two new officers in 1916, when M. D. Googer succeded C. E. Gibbs as receiver of tax returns, and M. F. Mable succeeded T. C. Jackson as surveyor. De Kalb's last treasurer, David C. Thompson, served from 1904 until 1916, when the office of county treasurer for that county was abolished by Act of the Legislature. The Act provided that on the first Monday in November, 1916, the Commissioner of Roads and Revenues of the county should appoint some good and solvent bank or banking institution within the county as a depository for county funds.[10]

Nearly three quarters of a century after De Kalb County's second courthouse was destroyed by fire, its third such structure was similarly destroyed, fortunately, however, without a wholesale destruction of records as in the first instance. The 1916 fire was described by the *New Era* on September 14:

> "De Kalb County's beautiful courthouse burned Wednesday [the 13th]. Blaze started about five o'clock in the morning and was soon beyond control. Superior Court sessions moved to Masonic Hall.
>
> "The magnificent granite De Kalb County courthouse was almost entirely burned out at an early hour Wednesday morning. The origin of the fire is not known, but is supposed to have resulted from cigar stumps dropped by

someone in the crowd waiting in the building Tuesday night for the election returns.

"The blaze was discovered about five o'clock and appeared to be a small fire near the center of the building on the first floor. In a very short time, however, it spread to the second floor, and before the Decatur firemen could arrive flames were leaping out of the windows of the second story. Quickly the flames climbed the clock tower and leaped high into the sky. The large amount of wood work in the Superior Court room and in the overhead garret made a great fire and in a little while the interior of the building was a roaring furnace.

"The Decatur firemen did all they could to control the fire, but were not able to check it. A call was sent to Atlanta, and the trucks from No. 12 engine house [at De Kalb and Moreland avenues] made a quick run to Decatur. The crew made a heroic fight to stop the fire, but most of the woodwork in the building was burned out. . . . The fire made a weird and startling picture and attracted in a short time more than a thousand people. . . .

"The vaults in the clerk's office and the ordinary's office stood well through the fire and their contents are believed to be only slightly damaged. A large number of court papers, however, which were upstairs, ready to be used in the present term, were lost. They were mostly records in civil suits and some indictments. In the tax office a number of *Fi. Fa's.* were destroyed. The records in the office of the ordinary were not seriously damaged, and in a number of other offices, such as that of the county commissioner and the county surveyor, the only damage was from water.

"The courthouse was insured for $60,000 and the furniture for $4000.

"The *New Era* interviewed at random a number of citizens of the county . . . and all said the courthouse should be immediately rebuilt Many said they thought it should be enlarged to take care of the large and growing business of the county. . . ."

Soon thereafter the present building, since enlarged, was constructed.

In January, 1916, State Representative, later United States Congressman Leslie J. Steele, a member of one of De Kalb's oldest families, was sworn in as mayor of Decatur, succeeding Dr. F. T. Hopkins. At the same time the city council of Decatur raised the mayor's salary from $150 to $300 per annum.[11]

Atlanta's mayor, James G. Woodward, elected in 1914 for a two-year term, continued to serve during 1916, though a number of new council members took their seats as the year began. They were:

Aldermen:

Fifth Ward, James W. Maddox, grading contractor.
Tenth Ward, Nelson T. Spratt, chair manufacturer.

Councilmen:

Second Ward, Oscar H. Williamson, conductor, Southern Railway.
Third Ward, Frederick C. Woodall, real estate salesman.
Fifth Ward, W. Leonard Bell, car inspector, Central of Georgia R. R.
Sixth Ward, Edward T. Mincey, dentist.
Seventh Ward, Jesse N. Landers, contractor.
Ninth Ward, Jehu L. Carpenter, real estate.
Tenth Ward, Carl Dolvin, insurance agent.[12]

The ministerial officers of Atlanta remained the same as in 1915, except that J. S. Sewell succeeded veteran Tax Assessor James Lawrence Harrison, who retired. Later in the year, on December 5, Mr. Harrison, a native of Lumpkin, Stewart County, and a son-in-law of pioneer Atlantan Major John H. Mecaslin, died.[13]

Since the days when Atlanta's police force consisted of a lone town marshal, wooden clubs had been standard equipment. Chief Mayo changed that in 1916. On April 17, he recalled all wooden clubs and instructed his men to equip themselves with leather billies. "Billies," declared the chief and members of the police board, "are much more suitable for policemen in a large city than wooden clubs."[14]

The fire department was modernizing at this time too. In early June two of its veteran horses, "Eagle" and "Nigger" were put out to pasture, replaced by motor trucks. Commented the *Journal* on June 5:

> ". . . For 13 years 'Nigger' has responded to the gong at No. 2 station [Washington and Hunter streets]. He has chewed his oats and his corn from the same stall during this long period. He has been loved and cherished by the firemen. When they would feed him sugar and chocolates from their hands, 'Nigger' would raise his face and appeared to smile almost a smile of human appreciation.
>
> " 'Eagle' has been 'Nigger's' partner most of the time. He came to the department just a year after 'Nigger.' They have dashed to hundreds of fires. Their slumbers have been disturbed many a night. But they have been on duty 24 hours every day of those dozen years and 'Eagle' and 'Nigger' fully understood the importance of their duty.
>
> "But 'Nigger' and 'Eagle' are going to have a life of ease now. The city of Atlanta usually rewards its faithful servants. No longer will they be subjected to the hardships of winter's snows and sleets, and heavy rains. A comfortable pasture will be their future home. They will have the choicest of feed.
>
> "Atlanta will soon have no more horse-drawn apparatus. Fire Chief Cody expects two more motor apparatus to arrive here within the next two weeks.
>
> "The firemen at No. 2 station may hear the chug-chug of a motor now when the fire gong rings but it is a safe bet that the fond memories of the tramp, tramp across the wooden floors made by the hoofs of 'Eagle' and 'Nigger' will not be forgotten for many, many years."

Another institution of old Atlanta, rapidly on the wane by 1916 was the Negro cabbie or hack driver, though weary drivers and worn-out horses still clung to the Terminal Station plaza. On a rainy July night in 1916, Ward Morehouse, then a feature writer for the *Journal* visited the station and recorded his observations. He wrote:

> "A drooping horse hitched to a rickety cab moved down Mitchell Street, and as it neared the Terminal Station came to a standstill beside another rickety cab. Words were mumblingly exchanged between two weary black drivers. There was the chronic cause for complaint—no business. One grumbled; the other accepted it philosophically.
>
> "These are two of the most picturesque of Atlanta's passing cabmen. The grumbling black was 'Sleeping Jim' Smith, while the philosophic driver was

Oscar Dawson, who occupies a cab seat for six days in the week and a church pulpit on Sunday.

"The night was wet when the writer approached a big policeman at the corner of Mitchell Street and Madison [Spring St.] Avenue. The plaza of the Terminal Station was slick and shiny. The writer wanted a story about Atlanta's cabmen; the policeman didn't think such a story could be written because the horse cabs of the city were passing. 'They'll all be gone inside of five years,' said Patrolman W. H. Andrews, 'and I'll really hate to see that time come.'

" 'Where is the best place to go for a story about these fellows?' asked the reporter. 'Stay right here,' replied the cop. 'The last of Atlanta's cabmen can be found all around this plaza.' And that night the writer found them all.

"There are two classes of cabmen—the independents and those working for the company. The independents, or outsiders, as you prefer, are not allowed on the plaza because it has been leased by the Atlanta Baggage & Cab Company, and the cabbies working on 'their own hook' are compelled to cling to the Mitchell Street curbstones and pick up fares that might happen to come their way.

"Stroll down Mitchell Street to the Terminal Station and look over the last of Atlanta's cabmen. The number of vehicles surrounding the plaza is steadily decreasing. Quaint Darktown philosophy can be discovered in the spoken words of the independents, who are trying to hold their own, but are slowly slipping.

"The independent cabbie is lucky if he can earn $2 a night; the other kind of cabbie works on a salary for the baggage and cab company. The outside man will be the first to pass, but the company cabman is sure to follow, according to Oscar, the philosopher, and Andrews, the cop, who has been working in and around the Terminal Station for more than ten years.

"Nearly all of Atlanta's cabmen drink, eat, sleep, while they're on duty. Many nights the independents give up the idea of getting a drive, and fall willingly asleep on the small, narrow seat.

" 'Sleeping Jim' Smith can be found most any time during the night curled up on the front seat of his cab. This slumbering driver has a horse named Bill, which also possesses the knack of dozing off at a moment's notice.

"But Oscar and others who are trying to prevent the passing of Atlanta's cabmen go 'knocking about,' or 'fishing,' in the vernacular of the cabbies. Sometimes their ramblings are unfruitful but on many occasions they strike a 'snag,' which, according to Oscar, is a fare who wants to go somewhere and is willing to pay the night prices. Cab prices shoot skyward as darkness falls.

"With Policeman Andrews the writer viewed the last of Atlanta's cabmen. Those working for the company were constantly hopping about, blocking travelers as they came from the station, dancing and darting about from one door to another. They did not seem to be any part of a passing profession.

"But around the edge of the plaza it is different. There stand the independents. They're the cabbies who feed their own horses, wash their own cabs, pay their own licenses, clean their own harness, enjoy their own philosophy. There isn't much sprightliness in evidence in the camp of these outsiders.

"There is no cause for any wild rustling and hurrying in their ranks. They're there in a row—Oscar, the parson, 'Wash,' Iceman, Floyd Simmons, Calib, 'Sleeping Jim,' Jaybird Joe. Some of these drivers are asleep on their cab seats, others are sitting on the edge of the curbstone; others are consoling their horses, others are discussing their fate and lamenting over the fact that the automobile is snatching lots of their business.

"The horses of these cabmen seem to understand that their days are numbered. Here's a flea-bitten gray horse and there's a sorrell with a blazed face. In point of service many of these horses are as old as their drivers.

"From cab to cab the writer went with Patrolman Andrews to interview the last of the cabmen. Some of them were sleeping soundly; some of them were drunk.

"Oscar Dawson is recognized as the leader of the independents. He is not only respected because of the fact that he's pastor of a church in lower Darktown, but because he earns $2 a night more frequently than does any other dusky cabbie on the outside of the plaza.

"Patrolman Andrews told Oscar to say something about the cabmen, and the pastor-cabman began to dissertate on his business like a hard-luck Thespian is wont to rave and roar over things theatrical.

"Oscar has been driving cabs in Atlanta for nine years. 'Its not like it used to be,' he said. 'The cabmen are passing. In five years I'm sure there won't be any of us independents left. There may be some of those fellows on the plaza still working, but I doubt it. We've seen our best days.

" 'Five years ago the people used to ride lots; today they're just not riding. It's gotten so bad that I had to take up preachin' to make both ends meet. When I do have to put my horse in the stable for the last time I guess I'll have to start preachin' every day in the week instead of just on Sunday.'

"Other cabbies gathered around. They liked to hear Oscar talk—it didn't matter whether he was delivering a sermon or giving his views on prohibition. They all agreed with Oscar.

" 'Wash' Dunlap was introduced. 'Wash' has a horse named Bessie. On many occasions 'Wash' has been locked up and sent to the stockade, but his hack has to keep moving. 'Wash' puts in his place a substitute—just like a linotype operator does when he wants to enjoy some sunshine. They all know 'Wash' out at the stockade and enjoy seeing him drive away from the workhouse in his cab. Like all cabmen, 'Wash' is a man of eccentricities and this, perhaps is just one of them.

"Atlanta's cabmen know the name of every street in the city; know the location of many blind tigers; know the first name of almost every policeman, and are familiar with the walk of any cop two or three blocks away. They know just what policemen will readily command them to 'knock about,' and those who are a bit more lenient and who're willing to give them a chance to grab a fare by remaining in one spot for a little while.

"A bond of simple but forceful devotion exists between the cab driver and his horse. It's a sort of understanding that cannot be explained by either the driver or the animal. Chief Mayo's humane officers never register complaints about the manner in which a cabbie treats his faithful horse.

"There's one cabman around the Terminal who has regular patrons, just like a newsboy, a grocery store, a pawn shop and a shoe repairing house. This man is named Ed Edwards. He says he is 74 years old and he looks it. Ed is Patrolman Andrews' favorite among the cabbies. When you get a 'close-up' of Ed you begin to chuckle and tell yourself that you've got a good story.

"Ed reminds one of a negro in a play—not a plain, ordinary Atlanta black. He wears peculiar shoes, a queer hat and an odd looking coat. He wears eye glasses and is said to be the only cabman in the country with weak eyes. Even Oscar, the preacher, does not wear glasses. Some of the cabbies declare that Ed wears them for effect while the owner of the spectacles insists that they enable him to spot many fares which result in long and profitable drives.

"A prosperous Norcross farmer, a busy Savannah cotton broker, an enterprising New Orleans coffee salesman are three of Ed's best patrons. He can always rely on them. They come to Atlanta often and somehow Ed always knows just what day to expect them. He is the only cabman in Atlanta who keeps 'books' on his drives, the only cabman who doesn't drink corn liquor, the only cabman who has a bank account, the only cabman who doesn't sleep on his cab seat.

"Ed Edwards lives in a little house on Pratt Street in the daytime and sleeps. At night he lives in the seat of his cab and stays awake. Ed's views on the passing of the cabmen are worthy of publication.

" 'There's ain't no power,' says Ed, 'that will ever take the place of the horse power. I'se over 70 now but I expect to be driving dis here cab when I'se about a hund'ed. Dere's white folks who neber will ride in dese automobiles, and dat's what I know. I know I kin always make money with my cab and "Andy." '

"Ed drives for the Atlanta Baggage & Cab Company. 'Old Andy,' is the name of his horse, and 'Old Andy,' according to Ed, has a world of good sense, and can't be put in the same class with the other horses around the station.

" 'Old Andy' seems to recognize the prosperous farmer, the busy cotton broker, the enterprising coffee salesman when they climb into Ed's cab. Ed never hurries 'Old Andy.' He says the horse has been in the business long enough to know how fast to go.

"It was growing late. The writer returned to the ranks of the independents and found 'Sleeping Jim' Smith sleeping, 'Wash' Dunlap struggling with a white flask, and Oscar Dawson seated on his cab seat reading by the dim cab lights.

"Oscar said that he was preparing his Sunday sermon—that he could always do his best thinking on his cab. Two negroes were engaged in a heated argument. Oscar explained. One of them, he said, owned the cab, and the other the horse; they were fighting over fifty cents which had been paid them a moment before for a short drive. Patrolman Andrews quickly settled that row.

"The parson-cabman stuffed a worn, ragged copy of the New Testament into his hip pocket and clucked to his chestnut sorrel. The animal 'out front' showed signs of life. Oscar was preparing to go a-fishin'. He walked his horse down Mitchell Street and turned into Whitehall and finally stopped in front of a restaurant on Peachtree Street. Some of the meal hounds inside looked good to Oscar. There was one man eating a big steak and surely, thought Oscar, this chap ought to be good for a drive.

"But the cop was approaching. Oscar knew the uniformed man. He knew just what would happen. He reached for his lines.

" 'All right, preacher,' called the cop, 'knock about, knock about.'

"And Oscar began knocking about."[15]

Privately owned horse-drawn vehicles, particularly of the fashionable type, were, at this time, disappearing even more rapidly than horse-drawn cabs. A survey, conducted in October, 1916, revealed only four in more or less steady use. They were owned by Mrs. E. C. Peters, Mrs. W. D. Grant, Mrs. Anthony Murphy and Mrs. Eugene Callaway. Of course in the rural areas around Atlanta the horse and buggy was still a much used mode of transportation. Henry Ford's product was making inroads, but in the country its victory was far from complete.

In connection with the carriage survey, John E. Smith was asked to comment and said:

> "It was ten years ago that automobiles began to take the place of carriages. Up to that time everybody had driven, but then they began to motor. There never were as many carriages in Atlanta, though, as there are automobiles now.
>
> "In those days carriages cost anywhere from $350 to $1500. That last was the top figure; and there were horses here for which $1000, even $1500, a pair was paid.
>
> "I began in the carriage business in 1869, and the fair we had last week [referring to the second annual Southeastern Fair at Lakewood] was the first in all that time at which I didn't exhibit carriages. This time I had automobiles.
>
> "At the office of the Secretary of State they estimated for me that 6000 automobiles are owned in Atlanta, and that the average price of each is $700. That would give Atlanta about $4,200,000 worth of motor cars. . . ."[16]

Indeed, the automobile age received recognition from the Georgia Legislature of 1916, when that body passed its first law providing for the punishment of auto thieves. The law reads:

> ". . . That from and after the passage of this Act, the larceny of any automobile, locomobile, motorcycle, and other like vehicles propelled by electricity or gasoline, in this State, shall be a felony; and any person convicted thereof shall be punished by imprisonment in the penitentiary for a time not longer than five years nor less than one year. . . ."[17]

Atlanta has always had its share of the quaint and unusual, not only in people, but in stores and homes. And one of its quaintest stores was certainly the seed house of Mark W. Johnson at 35 South Pryor Street, between Alabama and Hunter. The store and its proprietor were described by Ward Morehouse in 1916:

> "There is a quaint red cement structure at No. 35 South Pryor Street in which a man has been selling seeds for 26 years.
>
> "In this old establishment there is no gas; no electricity. When the proprietor works at night he does so by the light of two dingy little oil lamps resting on shelves on opposite sides of the store. The illumination is feeble, but the seed dealer says that it is ample.
>
> "The front door is the only door to the building. It is through this narrow entrance that sunlight cautiously creeps in the daytime and extends halfway through the store, leaving the rear end in almost total darkness.
>
> "The head of this seed house is Mark W. Johnson.

"Mark Johnson is 79 years old and is a man of many eccentricities. He never sits down during the time he is in his store, and for years he has worn nothing except clothes that are brown. A close, tight fitting, black cap, almost priestly in appearance, covers his head. His beard is long and tinged with gray. He walks about briskly, but is a little stooped.

"For forty years he has been selling seeds in Atlanta and says he sticks to it because he loves the business.

"As you pass through the front door you seem to see the figure of the seed dealer in three or four places at the same time. He darts about mysteriously, coming toward the front at one time to extract some seed from a dusty sack, then hurriedly retreating to the rear to become lost in the darkness. The light, or the lack of light, doesn't worry Mark Johnson.

" 'I've been in this store 26 years,' he will tell you.

"On the walls are illustrated seed cards, covered with dust and dirt. They are not taken down because the proprietor says he's too short to reach them. Cobwebs in all corners of the store seem to be permanent. There are no chairs in sight.

" 'Busy men don't need chairs,' says Mark Johnson. 'I keep a few boxes for visitors to sit on.'

"All sorts of seeds—agricultural, grass, clover, tree, flower—are sold in the little store.

"When Sherman walked out of Atlanta, Mark Johnson walked in. For awhile he dabbled in the grocery business, but seeing his chances of establishing an exclusive seed store, he opened on Broad Street the first seed store in Georgia.

"During his 40 years in business Mark Johnson has sold seeds to Ex-Governor Northen, of Georgia, Robert Toombs and other noted men. The late George Winship was one of his best customers.

" 'The seed business is profitable,' Mark Johnson declares. 'When I went into the business folks didn't believe in it but I knew what I was doing, and now it's getting to be a great thing. Seeds are being grown scientifically.

" 'Women these days are interested in gardening and I can say that half my trade comes from the women.'

"Mark Johnson's customers come from all over Georgia. Wagons from neighboring towns drive up in front of the little red building frequently during the day.

" 'Yes, I get customers from all around,' chuckles Mark Johnson.

" 'I've got a customer down at Norcross who buys from me regularly three times a week. He's due here right about now.'

"And Mark Johnson glanced at a rusty clock on the wall which hadn't been running in six years."[18]

Three years later, in March, 1919, following the death of Mark W. Johnson at Wesley Memorial Hospital, the quaint little seed store closed up forever. Mr. Johnson was born in 1837 at McDonough, Georgia, and served the Confederacy as a captain in the 57th Georgia Infantry. Soon thereafter he came to Atlanta, where, in 1868, he entered the seed and agricultural implement business.[19] Said the *Journal* on the occasion of his passing:

". . . There must be a little sigh, a sweep of sadness now among the unborn plants waiting for a warm breath of spring to call them forth.

"Spring itself will lack something this year. Gardens won't be just the same with 'Uncle Mark' gone from his seed store. He used to get there every morning at 6 o'clock and stay until 7 in the evening.

"To be among the seeds and the bulbs seemed to keep him young. Up until the very last he was never sick. He was always active. He seemed to be looking forward always to the spring when the earth would cease being brown and drab and the trees would put forth and the gardens and the flower pots would sprout with many plants and flowers.

"He was the kindred spirit of all things that grow. He was the greatest of all gardeners. . . ."[20]

Among the unusual residential structures of the period were "Sans Souci Castle," "Fort Peace" and the "Long House" or "Noah's Ark."

"Sans Souci Castle," located at 20 Bedford Place, just north of Forrest Avenue, was the large frame residence of Colonel H. B. Baylor, built in 1895. Colonel Baylor, a noted civil engineer, was a politician by avocation. He ran twice as an independent candidate for Governor of Georgia. While the home had no particular architectural distinction, it did have an air. Its owner gave it individuality. It no more had the relish of the commonplace dwelling than the exceptional man—an artist, say—has the drab vague air of a shiny-coated bookkeeper, who isn't so much an individual as a computer of figures. Colonel Baylor died in 1925, and with him the distinctiveness of his home. "Sans Souci Castle" still stands, encased in tarpaper red brick and occupied by Negroes.[21]

Of equal personality and much more distinctive architecturally, was "Fort Peace," the home of Ferdinand D. McMillan at 20 West 15th Street, just off Peachtree. McMillan, a dealer in agricultural machinery, built the home in 1910. High above its surroundings, the house was erected atop a massive stone wall, through which pipes protruded simulating the mouths of cannon. The entrance was through a grotto, and in Mr. McMillan's time (he died in 1920), the yard was a veritable farm in the midst of the city. "Fort Peace" has now become "The Castle," and is numbered 87 15th Street, N.E. It is owned by Mr. and Mrs. Lafayette B. Butler and is used as headquarters for several local artistic groups.[22]

"Noah's Ark," sometimes called the "long house," was one of Atlanta's most unique multiple dwellings. Two stories in height, covered with brown shingles and topped by a wood shingle roof, it stood at Tye and Gaskill streets, east of the Fulton Bag & Cotton Mills. Indeed, so many families and so many children lived in the building that city directory canvassers generally gave up trying to enumerate them. Rooms on the upper deck of the Ark commanded a premium, a four-room apartment renting for $8 per month.[23] "Noah's Ark" no longer stands. Its site is now occupied by the Atlanta terminal of the McLean Trucking Company.

The site of one of Atlanta's fine old homes is occupied by the Biltmore Hotel. The home was built by Dr. F. D. Thurman about 1883. On the occasion of the death of his widow, Mrs. Mary Glover Thurman, age 87, on June 5, 1916, the *Journal* said:

". . . Since the death of her husband [in 1896], Mrs. Thurman has lived alone in her residence, except for a negro maid, 'Katie,' whom she raised from a child and who had been with her 57 years.

"The Thurman place is one of the finest in the city. The lot occupies the whole of a large block fronting West Peachtree Street between Fifth and

Sixth streets, and the residence is a fine old brick house with a high Mansard roof and high ceilings.

"Mrs. Thurman's principal interest was her flowers, of which she had a great number and variety. Her jonquils and hyacinths were especially fine. She loved to go among the flowers and loved to give them to her neighbors, and whenever a friend was ill she would send flowers to brighten the sick room. She had a very large green house where she kept the flowers in winter, and the large grounds around the house are adorned with beautiful shrubs.

"Although she is said to have received many flattering offers for the place, as well as for parts of it, Mrs. Thurman declined them all and kept it intact, a veritable park in the center of a thickly populated neighborhood. The Thurman place, the old Peters place on Peachtree Street nearby [site now occupied by the First Baptist Church] the old Nelson place, on Boulevard [site now occupied by the Georgia Baptist Hospital], and a few others in the city, are the last survivors of their generation, when the homesteads of prominent Atlantans were built of brick in the architecture of the period and were surrounded by whole squares filled with splendid shade trees.

"Mrs. Thurman was a highly educated and remarkably intelligent woman. She subscribed for all of the best magazines, had a fine library, and was a constant reader, interested alike in classic literature and in the events of the day, which she followed with an interest that never flagged. . . ."

The old Thurman home stood, amidst its trees and gardens, until 1921, when it was razed to make way for the hotel. Many of the fine old trees were left standing however, and now adorn the Biltmore's outdoor terrace and rear gardens.

Probably the costliest home completed in Atlanta during 1916 was the $210,000 cream brick and marble residence of Asa G. Candler on the north side of Ponce de Leon Avenue between Oakdale and Lullwater roads in Druid Hills.

The handsome home, measuring 80 by 105 feet, and surrounded by two acres of grounds, was the dream of Mrs. Candler, who conceived its general plan, the central feature of which was an enclosed marble court, flanked by columns and illuminated by a vaulted ceiling of leaded glass, stained a pale sea green. The large, almost square reception room was covered with blue, deep-piled Chinese rugs. The music room to the left had walls of ivory French paneling. The furniture was gilt, Louis XV style, upholstered in satin and brocade. The drapes were black and gold French brocade.

The library, to the right, a twin of the music room, was lined with built-in mahogany book shelves. In it was one of the over-sized fireplaces featured throughout the home, with a mantle of Italian marble from the former James W. English, Jr., home at the southwest corner of Peachtree and Prescott streets, which Mr. Candler had bought and torn down. Bricks, doorknobs and other items from the English home were also used.

Behind the center court, which measured 35 by 65 feet, was the dining room, 20 x 34, with a massive carved dining table. The tiled breakfast room, pantry and kitchen, all large, were to the left of the dining room.

The five bedrooms were on each side of the court, three on the left and two on the right. Big and tall-ceilinged, they were furnished with antique mahogany. The four bathrooms were large, the one to the master bedroom being itself almost as big as an ordinary bedroom.

Also on the ground floor were a sewing room, a small porch, and a hall leading to a large side porch and the porte-cochere. The basement housed a bowling alley and a laundry. There was no upstairs except a maid's room and bath.

Unfortunately this mansion never fulfilled its real mission. Mrs. Candler became ill shortly after the home was built. She died in early 1919, never having completed the furnishings or the grounds as she had originally planned them. The pipe organ which she had installed in the music room, envisioning frequent musical teas in an Atlanta which was growing more culturally conscious, was removed after her death and given to Glenn Memorial Church at Emory University.

Mr. Candler continued to live in the home and in 1923 brought his second wife, Mrs. May Little Ragin, there. But in 1926 he became ill and spent his last three years in the hospital at Emory his philanthropy had made possible. After Mr. Candler's death the house remained closed for years. Later it was rented to John S. Blick, Sr., for some time. From 1943 to 1946 the mansion was used as a boarding house. Finally, in the latter year, it was purchased by the Georgia American Legion for state headquarters and a war memorial.[24]

Local motion picture history was made on Monday, July 3, 1916, with the opening of the handsome new Criterion Theater at 43 Peachtree, opposite Walton Street. Commented the *Journal* the day before:

> "Complete in every detail, Atlanta's garden spot, the Criterion Theater, is ready to open its doors to every lover of high class photoplay in the city. There is not a more beautifully decorated or more luxuriously equipped theater in the country and as its name implies, this 'theater beautiful' has been designed in a critical manner as applied to the modern needs of a high grade photoplay house.
>
> "Mr. A. Ten Eyck Brown, the architect, is the designer of many successful theaters and auditoriums throughout the South and in the Criterion Theater he has put the result of long experience and careful study. . . .
>
> "Some of the largest machines for the projection of the pictures are in use in this house and many new and unique ideas are installed, such as seat indicators to show at the entrance exactly where empty seats are located; intercommunicating telephone systems; indirect lighting system with fixtures in harmony with the decorations.
>
> "Charles William Bernhardt, the builder, has carried out the design in a substantial manner . . . to make the completed whole a lasting example of fine craftsmanship."

The exterior walls were of granite terra cotta surmounted by a green Spanish tile roof. The ticket booth was of imported Italian Pavonazzo marble with copper roof on minaret. A six-piece orchestra was employed to furnish music. The opening bill comprised Puccini's opera, "La Boheme," on the screen with Alice Brady as Mimi. Also, "Artie, the Millionaire Kid," clean comedy. Mrs. Frank Pearson, singing.[25]

The Criterion continued as a successful movie house, much of the time under the management of Willard C. Patterson, until it was closed in 1922.[26]

City planning, in the modern sense, and as nationally practiced, was, if not unknown, certainly ignored in Atlanta prior to the period from 1909 to

1916. Before that time civic improvements were largely handled by various self-appointed ward committees, who were more or less dominant at election times. Numerous political battles had been pitched upon the merit of improvements demanded in one section as opposed to another. Conditions were not improving as the advent of the automobile rendered Atlanta's growing pains more acute by the day.[27]

Finally, in 1910, the Chamber of Commerce joined the Atlanta Real Estate Board in creating a non-political Planning Commission. Unfortunately this Commission had no official standing and little influence. Its efforts were directed primarily to the consummation of the Haralson Bleckley Plaza Plan of 1909, providing for parks over the downtown railroad gulch between Washington and Forsyth streets. This plan however, did not appeal to the railroads, since their grants placed their tracks on Atlanta's original city level. Also, the State of Georgia, as owner of the Western & Atlantic Railroad, felt that its air rights over the tracks had commercial value. Adjacent property owners, who had studied the use of central parks in other cities, did not want public comfort stations and sleeping benches next to their high grade office and business buildings. The matter bogged down.[28]

It was revived in 1916, during which year Mayor Woodward appointed a Plaza Planning Commission. This committee secured from a nationally known firm, a tentative engineering study of viaducts, plaza, etc., as evidenced by the following:

"To the Hon. Mayor and General Council of the City of Atlanta, Ga.

Dear Sirs:

"In compliance with the resolution introduced by Councilman [E. H.] Inman and Aldermen [J. R.] Seawright and [A. D.] Thomson, adopted and concurred on May 3, 1916, and after conference with the following: Hon. James G. Woodward, Mayor; Mr. V. H. Kreigshaber, President of the Chamber of Commerce; Mr. W. L. Peel, Chairman of General Plaza Committee of the Chamber of Commerce; Mr. R. R. Otis, Chairman of the Special Committee of the General Plaza of the Chamber of Commerce; Mr. Haralson Bleckley, architect, who had previously prepared sketches for a plaza scheme; Mr. H. Nym Hurt, Chief of Construction; and Mr. C. E. Kauffman, Engineer of Bridges and Estimates.

"We beg leave to report upon the feasibility and cost of the these proposed projects and their advantages, and to suggest in a tentative way a means of financing them.

Faithfully yours,
BARCLAY, PARSONS & KLAPP
Consulting Engineers."[29]

The plan submitted by Barclay, Parsons & Klapp, entirely new, and far greater in concept than any hitherto proposed, provided that:

"The railway gulch from Central Avenue to Forsyth Street shall be filled in, and a 20-acre park shall be created in the heart of the city in place of the present chasm of smoke, noise and switch engines.

"The Union station and the Terminal station shall be abolished, and in their place, one station for all passenger trains entering Atlanta shall be built on the site of the Western & Atlantic round house [in the triangle west of Forsyth St.].

"The present Terminal station shall be moved 90 feet east to open on Madison Avenue [Spring St.], and shall be used as a state museum or other public building.

"Tunnels shall be built from Central Avenue to the new station for through freight and passenger trains.

"All switch tracks in the chasm west of Pryor Street shall be abandoned.

"Freight terminals west of the new passenger station shall be furnished the Central, Seaboard and W. & A. railroads."[30]

The plan was enthusiastically endorsed by many leading citizens of Atlanta, and the Chamber of Commerce, through President Kreigshaber, submitted it, in July, 1916, to the Western and Atlantic Railroad Commission, with the request that in the new lease of the Western & Atlantic Railroad, due for renewal in 1917, a provision covering the plaza be inserted.

The Commission, after a year's study, rendered a report to the General Assembly, dated June 27, 1917, giving various reasons why the Plaza idea could not be approved from the State of Georgia's standpoint. This adverse decision killed the Plaza Plan, though many years later it was revived on a smaller scale. For the time being viaducts seemed to be the only hope of the city planners. Since, however, they did not become an actuality until the decade of the 20's, their story will be related in a subsequent chapter. But a start had been made in the direction of city planning.[31]

On November 2, 1916, the Atlanta National Bank, Atlanta's oldest, became also its largest. This was brought about by a merger of the Atlanta National and the American National, giving the former total deposits of close to $15,000,000.

The American National Bank, long situated at the southeast corner of Broad and Alabama streets, began business in 1879 as the private banking firm of Maddox, Rucker & Company, composed of Colonel Robert F. Maddox, Jett W. Rucker and William L. Peel. In 1891 this firm was converted into a State bank known as the Maddox-Rucker Banking Company. In 1908 it was converted into a National bank and its name changed to the American National. Its officers at the time of the 1916 merger were: William L. Peel, president; Robert F. Maddox, vice-president; Thomas J. Peeples, cashier; James P. Windsor and James F. Alexander, assistant cashiers.

Under the merger President Charles E. Currier, of the Atlanta National, moved up to board chairman; Robert F. Maddox became president of the Atlanta National, while Thomas J. Peeples and James F. Alexander became a vice-president and an assistant cashier, respectively. Mr. Windsor moved over to the Central Bank & Trust Corporation as an assistant cashier. The directors of the American National, Messrs. Peel, Maddox, J. Epps Brown, J. T. Holleman and Dr .W. S. Elkin all joined the Atlanta National directorate.[32]

In commenting on the merger, Colonel Peel said:

"We believed that the interests of the customers of both the Atlanta National and the American National banks could be better served by merging the deposits of these two well known institutions and combining the business in one big bank.

"The new financial conditions which have developed in the United States during the past few years have demonstrated the importance of handling business on a large scale.

"The combined deposits will approximate $15,000,000, and with a capital and surplus of $2,400,000 to Atlanta National Bank will be able to be of greater service to this community.

"I will be a stockholder and a member of the board of directors, and expect to see the bank grow in usefulness but I will not be an active officer, as I think that after more than 40 years at a bank officer's desk, I am entitled to rest. I hope and believe that under the new administration of the new president, Mr. Maddox, with whom I have been associated for 25 years, the bank will be in safe and able hands, and that Mr. Peeples and Mr. Alexander will be valuable additions to the roll of its well known and capable officials. Five directors from the American National have gone on the board of the Atlanta National, and a large force of our old employees will go over to the enlarged institution.

"My interests are now and will always be in Atlanta, and I hope and believe that the combination will prove to be advantageous, not only to our old patrons, but to the community at large."[33]

Atlanta experienced its first serious labor disturbance in 1916, when the motormen and conductors of the Georgia Railway & Power Company struck for union recognition, shorter hours, higher wages, and freedom from compulsory membership in a company "benevolent association."[34]

When the strike broke at 6 P.M., Saturday, September 30, cars were abandoned in several quarters of the city, evidently by a preconcerted arrangement of the strikers.

"The strike has begun!" Organizer H. O. Teat telephoned the *Journal* office promptly at 6 o'clock. Continued the *Journal* on October 1:

"A moment later word was received that two cars had been abandoned at Alabama and Broad streets. Similar reports came in rapid succession—cars abandoned on the English Avenue line and River line at Ashby and Bellwood; on the Ponce de Leon to Druid Hills line at the ball park; sixteen cars abandoned at East Point; a Woodward Avenue car abandoned on the Whitehall Street viaduct; a Washington Street car at Broad and Mitchell; several cars at White City.

"In the majority of cases only one man walked out, but on many cars both the motorman and conductor quit. Often they were greeted with cheers from bystanders as they left their posts. At East Point a crowd of several hundred people had gathered to cheer the crews of the sixteen cars as they drew to a stop at regular intervals and were deserted.

"The Georgia Railway & Power Company had prepared for the strike by assembling nearly 30 men at the starter's office on Walton Street. Many of them had complete uniforms, and all wore the company's cap and badge.

"The cars abandoned downtown were moving again a few minutes later. Cars abandoned outside the city limits caused a longer delay. Regular schedules were not resumed at all on the River line or the East Point line beyond Ft. McPherson. No other suburban lines were reported tied up. . . .

"From 6 o'clock, the hour the strike began, until 10:30 o'clock, when the cars stopped running, downtown Atlanta seethed with people. Every street corner became a solid mass of men, while the streets between corners were packed with pedestrians hurrying from place to place, with automobiles parked along the curbing or honking a slow progress through the dense crowds, and with policemen, mounted and on foot.

"Many in the crowd were simply spectators, fascinated by the cheering and the rushing throngs and as naively interested as if Ringling's circus already had come to town. . . . In the early part of the evening, the strikers and their sympathizers confined themselves to yelling at the street cars as they passed and pleading and demanding that the crew get off and join them. But as the crowd increased, minute by minute, they grew more persistent. . . .

"There were six main corners where the crowd gathered, shifting from one to another: Whitehall and Alabama streets, Broad and Alabama streets, Marietta and Broad streets, Five Points, Peachtree and Walton streets, and Forsyth and Marietta streets by the Grady monument.

"Their actions at these corners were much the same. As a car hove into sight, the hooting would begin and as it clanged through the dense mass of men, gibes and curses were hurled at the motormen and conductors.

" 'Take off that badge, you damned scab! Come on, join us fellow. Be a man! You scab! You scab!' These were about the mildest of the ovations received by the loyal. . . .

"Numerous acts of violence were reported to the starter's office during the evening, though none were received reporting bodily injury. Dozens of reports were made of strikers and their sympathizers pulling men off the street cars and of shoving around and snatching badges from the hats of men who were sent to take the places of strikers.

"The jerking of trolleys off the wires seemed to be a favorite pastime with strike sympathizers and it was reported that the trolley ropes on River and East Point cars had been cut and the motormen and conductors forbidden by the crowd to climb up on the cars and repair them.

"Telegraph poles were said to have been piled on the track on South Pryor Street near Ridge Avenue, thus interrupting services on the Federal Prison line. Rocks were said to have been thrown into cars on both the Federal Prison and Waterworks lines.

"The small waiting room at Meade Station, on the North Decatur line was reported to have been set on fire and burned about 9 o'clock.

"A number of arrests were made by the police—principally for trolley jerking and badge snatching. . . ."

Realizing the gravity of the situation more than a hundred leading citizens met at the Chamber of Commerce on Monday, October 2, and adopted resolutions appointing themselves a committee on law and order to cooperate with the police in seeing that no outbreaks occurred anywhere in the city while the street car strike lasted.

At the close of the meeting an executive committee, composed of Asa G. Candler, chairman; Mell R. Wilkinson, Forrest Adair, F. J. Paxon, Ivan E. Allen, W. W. Orr, W. H. White, Jr., and E. V. Carter, met behind closed doors.

Sheriff Wheeler Mangum and members of the board of county commissioners met with the committee, and at the close of the conference it was announced that the sheriff, the commission and the county police had pledged their heartiest cooperation to the committee in enforcement of the law.[35]

The strike lasted for several weeks and, though a few cars were dynamited or became targets for gun shot, schedules were fairly well kept. Finally a compromise was reached, in which a pay increase was granted, but union recognition and the rehiring of men laid off for their union activities were not granted.

Resentment growing from these denials helped to bring about a second strike several months later. After a four-day cessation of trolley service, a satisfactory agreement was reached between the company and the men. Since then the local chapter of the Amalgamated Association of Street and Electric Railway Employees of America has become one of the largest and strongest unions in the city, and the relationship between the company and its transit employees has been satisfactory, except for a 19-day strike in 1949.[36]

On Monday, October 2, 1916, as the street car strike waxed strong, a happier event took place at the Piedmont Driving Club. There the members of the Debutante Clubs of 1914, 1915 and 1916 met to organize the Atlanta Junior League. Said the *Journal* on the 1st:

"The Debutante Club of 1915 will hold the first meeting of the year . . . inviting the debutantes of last winter and the approaching season to meet with them for the purpose of organizing the Atlanta branch of the Junior League of America. This is a national association,[37] having branches in New York City, Philadelphia, St. Louis, Kansas City, Chicago and Pittsburgh, which are composed of the successive debutante clubs of the respective cities, each year's club retaining its own standing.

"Though a social club, the higher object and aim of the organization is charitable, and several delightful affairs will be given by the Junior League of Atlanta during the winter, the proceeds to be given to charity. A report will be sent every month to the Junior League paper, a monthly publication printed in New York City, giving a detailed account of the work of each club.

"The members of the Debutante Club of 1915 include: Miss Isoline Campbell, president; Miss Mary Murphey and Miss Nellie Hood Ridley, vice-presidents; Miss Elizabeth Blanc, secretary and treasurer, Miss Alice Parks, Miss Dolly Prioleau, Miss Theo Prioleau, Miss Mary Peabody, Miss Gertrude Richardson, Miss Mamie Kirkpatrick, Miss Marie Dinkins, Miss Mary Bowen, Miss Marian Vaughan, Miss Helen McCarty, Miss Margaret Traylor, Miss Dorothy High, Miss Wyckliffe Wurm, Miss Ferol Humphries, Miss Helen Rhorer, Miss Josephine Mobley, Miss Isabel Robinson, Miss Ellen O'Keefe, Miss Lyda Nash, Miss Mary Algood Jones, Miss Laura Haygood Cole, Miss Louise Broyles, Miss Margaret McKee, Miss Jessie Thompson, Miss Mary Rice, Miss Mai Horine, Miss Lucile Kuhrt, Miss Amelia Smith, Miss Alline Fielder, Miss Frances Godfrey, of Covington, Miss Alice Boatwright, of Danville, Va., Mrs. Edgar V. Carter, Jr., Mrs. Turner Carson, Mrs. Donald McKinnon, Mrs. Hal Hart, Mrs. Grover Middlebrooks, Mrs. Benjamin Mart Bailey, of San Antonio, Tex., Mrs. Frank Merrill, of Eufaula, Ala., Mrs. Joel Hurt, Jr., of New York City, and Mrs. Max Don Howell, of New York City.

"The debutantes of last year include: Miss Agnes Gray, Miss Dorothy Arkwright, Miss Harriet McDaniel, Miss Margaret Fraser, Miss Lillian Mitchell, Mrs. Julian Thomas, and Mrs. Sargeant Hamilton, of Chattanooga.

"Those of the approaching winter include: Miss Patty McGehee, president; Miss Lamar Slaton, Miss Eloise Robinson, Miss Mary Stewart, Miss Rebecca Hill, Miss Caroline Blount, Miss Laurance Horine, Miss Marian Dunson, Miss Margaret McCarty, Miss Grace Bloodworth, Miss Janet Hatcher, Miss Mae Crichton, Miss Elizabeth Blalock, and Miss Blanche Divine, of Cartersville."

The first fund-raising project of the Atlanta Junior League, a Butterfly Ball, was presented when the League was less than a month old. The motto adopted for the Ball was: "We are girls, working for girls who have not the same joys and comforts we have." Funds derived from the Ball, which was highly successful, were devoted to the Buford Memorial Home for Girls.

The first League-managed enterprise was a School of Household Arts, open to members as well as young girls and matrons of the city, where cooking, sewing, nutrition, home management, and family budgeting were taught. The school, located at 90½ Luckie Street, and liberally supported by Cator Woolford, consisted of a laboratory and model apartment, completely furnished and equipped. In 1917, after America entered World War I, the school became a center for the League's war activitity and commissariat work. The first Red Cross diet kitchen organized in the South to prepare food and delicacies for military hospitals in this area was established in the school.

In 1918 the Junior League initiated the service of furnishing free school books and lunches to under-privileged children in the Atlanta Public Schools, a pioneering venture, one of the first undertakings of its kind in the country. The work was taken over by the Public Schools in 1927.

The first Junior League Follies were presented in 1920, while its most elaborate and profitable fund-raising enterprise came 19 years later, when the League sponsored the great *Gone With the Wind* ball in 1939.[38]

The work of the League has included supplying clothing for girls of the Churches' Homes, maintaining a ward at the Egleston Memorial Hospital (see below), supporting the thyroid clinic at Grady Hospital, providing psychiatric workers for the Family Welfare Society, serving as Girl Scout leaders, directing physical training at various day nurseries, maintaining a school of corrective speech for children,[39] and providing helpers at several clinics.[40] Certainly the Atlanta Junior League has more than justified the hopes and aspirations of its founders in service to the community.

Presidents of the organization from its founding in 1916 to 1951 have been:

1916-1918, Mrs. Max Don Howell (Isoline Campbell).
1918-1920, Mrs. Edwin Peeples (Robyn Young).
1920-1921, Mrs. Glenn Ryman (Ann Patterson).
1921-1923, Mrs. Edgar Upton (Marion Stearns).
1923-1924, Mrs. Gus Tolson (Estelle Harsh).
1924-1925, Mrs. Walker Leach (Virginia Hoffman).
1925-1926, Mrs. K. Ellis Newman (Katherine Ellis).
1926-1927, Mrs. Eugene Black, Jr. (Dolly Blalock)
1927-1928, Mrs. William Huger (Sarah Orme).
1928-1929, Mrs. Frederick Williams (Margaret Nelson).
1929-1930, Mrs. John Knox (Marianna Goldsmith).
1930-1931, Mrs. Clark Howell, Jr. (Margaret Carr).
1931-1932, Mrs. Robert Foreman, Jr. (Mary Shedden).
1932-1933, Mrs. Allison Thornwell (Jennie Robinson).
1933-1934, Mrs. Edward Van Winkle (Jennie Hodgson).
1934-1935, Mrs. Don Warren (Rebecca Ashcraft).
1935-1936, Mrs. Henry Grady, Jr. (Harriet Shedden).
1936-1937, Mrs. Murdock Equen (Anne Hart).
1937-1938, Mrs. Everard Richardson, Jr. (Catherine Norcross).
1938-1939, Mrs. Joseph Cooper, Jr. (Katharine Howell).
1939-1940, Mrs. W. Colquitt Carter (Marion Bryan).

1940-1941, Mrs. Malon Courts (Vaughn Nixon).
1941-1942, Mrs. Edwin McCarty (Mary Wylie Jones).
1942-1943, Mrs. Erroll B. Hay, Jr. (Charlotte King).
1943-1944, Mrs. Hunter Bell (Monica Ripley).
1944-1945, Mrs. Ivan Allen, Jr. (Louise Richardson).
1945-1946, Mrs. James N. Frazer (Rebecca Young).
1946-1947, Mrs. Hugh M. Dorsey, Jr. (Laura Whitner).
1947-1948, Mrs. A. Edgar Patton (Katherine Montague).
1948, Mrs. Henry Joyner (Martine Tuller).
1948-1949, Mrs. Edward D. Smith (Laura Maddox).
1949-1950, Mrs. William H. Schroder, Jr. (Mary Elizabeth Barge).
1950-1951, Mrs. Berrien Moore, Jr. (Mary Large).[41]

About the time of the organization of the local Junior League, 19-year-old Alexa Stirling, daughter of Dr. and Mrs. Alex Stirling, of East Lake, brought credit to herself and fame to Atlanta by winning the Woman's National Golf Championship. Said the *Journal* on October 7, 1916:

> "Miss Alexa Stirling, of Atlanta, won the woman's national golf championship on the links of the Belmont Springs [Massachusetts] Country Club today by defeating Miss Mildred Caverly, of Philadelphia, 2 and 1, in the final match of the annual title tournament. . . .
>
> "A large gallery had gathered for the event and trailed out behind the contestants over the links. Among the spectators today was Stewart Maiden, professional from the Atlanta Athletic Club East Lake course. Miss Stirling is a pupil of Maiden and the little Scot watched her play today closer probably than anyone else in the gallery. Mr. Maiden is also instructor to 'Little Bob' Jones and Perry Adair who were sensations in the men's national amateur championship last month. . . .
>
> "Miss Stirling has attracted far and away more attention than any other one candidate here, partly on account of her youth, but more because of her skill coupled with businesslike tactics in going after what she wants. . . ."

Alexa Stirling, later to become Mrs. W. G. Fraser, of Ottawa, Canada, was also to attract wide attention in 1919 and again in 1920, when for the second and third time she won the same championship. The event was omitted during the war years of 1917 and 1918.[42]

Among the old and well-known citizens of the Atlanta area who died during 1916 were Philip Breitenbucher, a Union veteran of the War Between the States, former city councilman and extensive realty owner. His old home-place at 142 Sunset Avenue was long a landmark on Atlanta's west side; Sidney J. Ormond, a grandson of pioneer citizens James Ormond and Sidney Root, secretary to Mayor Woodward, and a noted newspaper man, distinguished both as a political writer and drama critic; Enoch Callaway Jones, born in Meriwether County, a son of the noted cotton planter John "Cotton" Jones, Confederate veteran and a large owner of Atlanta real estate; Eugene H. Hinton, chairman, Southeastern Freight Association, native of Madison County, Mississippi, a graduate of the University of the South at Sewanee, Tennessee, and father of Miss Fanny Hinton, retired librarian of Atlanta's Public Library; William R. Hanleiter, son of pioneer newspaper man and telegraph operator Cornelius R. Hanleiter, publisher of Hanleiter's Atlanta city directories of 1870, 1871 and 1872; Captain Christopher Columbus McGehee, a native of Russell

County, Alabama, noted Confederate soldier, prominent Columbus, Georgia, cotton factor, and, from 1882, a leading Atlanta banker—first president of the old Trader's Bank; Robert B. Toy, born in Norfolk, Virginia, a resident of Atlanta since 1878, long an official of the old music house of Phillips & Crew and father of Bockover and Rogers B. Toy; George W. Parrott, a native of Dandridge, East Tennessee, came to Atlanta in 1865, long a successful cotton merchant, president of the Piedmont Hotel Company and a liberal contributor to the cause of education; Dr. Bernard Wolff, a leading physician and a dermatologist of international reputation, born in Prince Edward County, Virginia, and son-in-law of Judge George Hillyer; Henry Boyleston, originally of Charleston, South Carolina, and a well-known local wholesale grocer since 1871; George Winship, Sr., died in Sarasota, Florida, pioneer Atlanta machinery manufacturer, son of Joseph and brother of Robert Winship. The site of Mr. Winship's handsome old red brick home at Peachtree and 3rd streets is now occupied by the towering Howell House; Thomas J. Hightower, Sr., senior partner of the old wholesale grocery house of Hightower, Hallman & Company and president of the West View Cemetery Association, born in Cocke County, Tennessee, and a local resident since 1860; Willis E. Ragan, prominent wholesale dry goods merchant and a native of Albany, Georgia. His home, opposite the Georgian Terrace, on the present site of the Fox Theater, was a show place, upon the broad grounds of which Colonel Ragan indulged his passion for flowers.[43]

Others were Benjamin B. Crew, another East Tennesseean, a Confederate veteran and, since 1899, president of the Phillips & Crew Company; Smith Clayton, former lawyer and a noted newspaper man, a brother-in-law of E. F. Hoge, founder of the *Atlanta Journal;* Samuel Meyer, born in Bavaria, a pioneer Atlanta cotton merchant, and, during the war, captain of a Confederate coastal steamer; Clark Howell, Sr., a son of the late Judge Clark Howell and a brother of the late Evan P. Howell; Colonel Lavender R. Ray, noted lawyer and state legislator, born in Newnan and a Confederate soldier for the duration of the war; the Rev. Samuel Young, a native of Ireland and a Presbyterian minister for 50 years; Absolam Q. Adams, former city councilman and a pioneer employee of the W. & A. Railroad, for many years as a locomotive engineer and later as round house superintendent; Dr. Grafton W. Gardner, formerly of Charleston and an Atlanta homeopathic physician for 40 years; Albert W. Fickett, a resident since 1864 and a prominent fraternal order man; George W. Foote, well-known architect, a Union veteran and formerly of Cleveland, Ohio; Max Kutz, died at Long Branch, New Jersey, well-known wholesale milliner; Henry Jennings, former Atlanta police chief, who served the Confederacy as an officer and was wounded at Gettysburg; Robert E. Riley, former city marshal; Pulaski J. Wesley, retired contractor and member of a pioneer De Kalb County family; Dr. Price E. Murray, a native of Roanoke, Virginia, physician, banker and for some years superintendent of the local Western Union office; Leroy Hudgins, 93, a pioneer citizen of the Midway Church section of De Kalb County; Harry Krouse, died in Birmingham, Alabama, well-known real estate and insurance man, a Confederate veteran and an officer of the original Gate City Guard; Joseph Richardson, of East Lake, railroad official and writer, author of *The Master Scientist,* a book dealing with the life of Christ; John Gatins, 86, born in Ireland, a pioneer employee of the old Macon & Western Railroad and a resident of Atlanta since the late 1840's; Henry Karwisch, native of Germany, a pioneer Atlanta baker and last chief of the old

Volunteer Fire Department; Dr. John W. Mayson, real estate promoter, legislator, fraternal leader and a former mayor of Decatur; Elijah A. Donehoo, farmer, deputy sheriff and undertaker, a member of one of Fulton County's oldest families; A. K. Hawkes, pioneer optician, native of Templeton, Massachusetts, and widely known for his many charities; Captain Edward S. Gay, born in Richmond, Virginia, since 1875 manager of the Southern Department of the Insurance Company of North America, a noted figure in the insurance world; Major William F. Slaton, 85, superintendent of Atlanta's public schools from 1879 to 1907, when he retired in favor of his son, Professor William M. Slaton. Major Slaton, also the father of Governor John M. Slaton, was born in Meriwether County, served with distinction in the Confederate Army and was captured on Lookout Mountain. He came to Atlanta in 1874 as principal of the recently opened Boys' High School; Aaron B. Steele, realty owner and lumber dealer, president of the Atlanta & St. Andrew's Bay Railroad; Samuel W. Power, farmer, a pioneer citizen of North Fulton County, a founder of Sardis Lodge No. 107, F. & A. M., and son of James Power, founder of historic Power's Ferry; Charles F. Barnwell, secretary-treasurer of the Ragan-Malone Company, wholesale dry goods, and Mrs. Sarah Elizabeth Bomar, 90, widow (since 1868) of Atlanta's second (1849) mayor, Benjamin F. Bomar.[44]

Atlanta had no better citizen than Thomas Egleston, a native of Charleston, South Carolina, who died at his home on the northeast corner of Peachtree and Eighth streets, February 6, 1916, aged 60.

Though born into cultured and educated surroundings, the war interrupted the normal course of Egleston's education, and when he came to Atlanta at 14 in 1870, he went to work for the old rolling mill on Marietta Street as bookkeeper. Two years later he found his niche—the fire insurance business—and became associated with James H. Low & Son. In 1876 the Lows went to New Orleans and turned their Atlanta business over to young Egleston. Feeling somewhat inadequate to the occasion because of his youth, he aligned himself with Paul Romare and John A. Perdue, the resulting firm being styled Romare, Perdue & Egleston, later Perdue & Egleston, now Du Bose-Egleston.

In 1883 Thomas Egleston became Special Agent of the Hartford in this section and a few years later General Agent, with supervision over all states along the coast from Virginia to Louisiana, Texas later being added. In 1909, prompted and persuaded by Mr. Egleston, the Hartford moved all of its southern business to Atlanta and placed it under the supervision of him and his partner, William R. Prescott.

Thomas Egleston worked hard to put order and system into the insurance business. He was president of the Southeastern Tariff Association (now Southeastern Underwriters Association) from 1894 to 1896. Indeed, he was long recognized as one of the great insurance men of the country, but because of his mother (he never married) and his unwillingness to take her away from her Atlanta home and friends, he declined many offers to move to head offices of insurance companies.

He had a keen mind for finance, and at the time of his death was a director of the Lowry National Bank, the Trust Company of Georgia, the Atlantic Ice & Coal Company, and the Georgia Railway & Power Company. He took these duties seriously and was thoroughly informed as to the financial operations of each.

Mr. Egleston lived in the day of elegance. From head to toe all of his clothes, shoes, etc., were hand made of the best quality. Clothes were important.

A gentleman went to great pains to be well dressed, but he must never be dressed up. The appointments of his home, the silver, rugs, glassware, etc., were the finest to be had. The pattern of house cleaning was set by his mother and carried out by a disagreeable but tireless and efficient German housemaid. Everything was painfully neat and orderly.

Thomas Egleston was never a robust man. He was nearly six feet tall and of moderate weight. He had fine features and greenish gray eyes which turned to a slate color, with enormous whites, when things went wrong. He was quiet and reserved in voice and manner and was fair and just in all his dealings. He was pleasant, but not one to take liberties with. A certain amount of dignity was thought desirable in a man's make-up in those days. He took life seriously. At office and home all questions worthy of consideration were gravely and painstakingly discussed. Some, who had no way of knowing him well, thought him cold, but few men had a wider circle of loyal friends.

The will of Thomas Egleston was one of the most remarkable such documents ever published in Fulton County.[45] In it he expressed the feelings of his heart which he was too reserved to express while he lived. To daughters and sons of old friends and associates he left money for comfortable homes. He cancelled the considerable debts of various friends and left substantial annuities to others who faced a penniless old age. To scores of friends who needed no assistance he left individual gifts of $200 as a memento. He left generous sums to close relatives. In his day rich men left no more than $500 to an old and faithful servant. In a week or so this money usually evaporated. Mr. Egleston's servants, it happened, were neither old in service nor notably faithful; however, he left them monthly payments for life. These payments were the equivalent of three weeks' wages in each month.

Thomas Egleston gave much thought to the amount of good he could do with the bulk of his estate. In his time our hospitals had little or no room for children—when they were sick they usually stayed at home. But then and now many children died for the lack of proper attention, and Mr. Egleston concluded after much investigation that a hospital for the children of those who could not afford medical treatment would fill a great need in this community. The experience of Dr. W. W. Memminger of All Saints Church with the sick in Atlanta helped him to reach this decision. In his will he left money to buy the land and build and equip a 50-bed hospital for children. Judge Alex C. King, William R. Prescott, Dr. W. W. Memminger and Beverly M. Du Bose were appointed Trustees to work with the Trust Company of Georgia in setting it up and operating it. Mr. Egleston's friend, W. E. Chapin, represented the Trust Company on the board. Since Mr. Chapin's death, John N. Goddard, and now John A. Sibley, served in this place.

In 1919 the Trustees bought the old Calvin W. Hunnicutt home place on Spring Street opposite Baltimore Block. By 1923, however, increasing traffic on Spring Street made this site undesirable and it was sold at a profit of $60,000. The present 12-acre site of the Egleston Memorial Hospital on Forrest Road was bought because it was at the center of population at that time, was fairly close in, and lay in the general direction of other hospitals and doctors' offices. This land had been owned by the Gardner family of Marietta and Augusta since the 1840's. It was originally a sizable tract but, when the Gardner of that day returned from the Confederate Army, he found that it had been taken over by a so-called "Yankee Major" for taxes. He managed to salvage 20 acres and most of this the hospital bought. Subsequently, the hospital gave its part of the land for the opening of Forrest Road and helped in putting through the Southern Railroad underpass.

By this time Mr. Egleston had been dead for several years. No move had been made to actually build a hospital, and the Trust Company and the Trustees were under heavy fire from friends of the Egleston family—mainly the ladies. They wanted some action. The reason for the delay was that the Egleston estate, due to donations, was reduced to $400,000 which brought in about $16,000 per year. At that time it cost $50,000 a year to operate a 50-bed hospital and the Trustees waited 10 years to let the estate grow and yield more income. Indeed, Mr. Egleston had provided that none of the principal of his estate should be used for operation. He knew that the estate could never supply all the money needed for operation. His idea was to build and equip a hospital, endow it to a certain extent, and give it to the community with the expectation that the community would support it if it was worthy of support.

Finally, the Trustees decided to go ahead and build. The hospital opened in October, 1928. Eight private beds were put in so that the income from them would help to pay for charity work, for out of every 100 children treated, between 65 and 85 are charity patients. The Trustees, warned by local experience, decided to put the hospital in the hands of a medical director, Dr. M. Hines Roberts, and of a superintendent, Miss Jesse M. Candlish, and to leave them alone so far as the selection of a staff and other professional matters were concerned. It was a wise decision. From 1928 to 1950 the hospital treated some 20,000 children. For many of them the door of no other hospital was open.

When the building was opened Dr. Memminger wrote an inscription for a bronze tablet at the hospital. The last sentence expresses a hope that surely has been and is being realized:

> "This Hospital is an expression of the love
> of a devoted son, Thomas Egleston,
> for his precious Mother, Henrietta Egleston.
> She full of years entered into eternal life
> November 5th, 1912.
> On February 6th, 1916, he followed her.
> In his will he made provision for this
> memorial hoping that through its loving
> ministry children might arise up and with him
> call her blessed."[46]

NOTES—CHAPTER 94

[1] Cooper, *Story of Georgia,* III, 459-460; Keller, *Dictionary of Dates,* II, 293.
[2] Cooper, *Story of Georgia,* III, 455-456; *Ga. Laws,* 1916, p. 1046.
[3] Cooper, *Story of Georgia,* III, 456.
[4] *Ibid.;* Saye, *Constitutional History of Georgia,* 356.
[5] Cooper, *Story of Georgia,* III, 456; Saye, *Constitutional History of Georgia,* 355-356.
[6] Cooper, *Story of Georgia,* III, 456.
[7] *Ibid.,* 457; *Atlanta Constitution,* Aug. 29, 1951.
[8] Commission Book, Department, Archives and History, Atlanta.
[9] "Garrett's Necrology."
[10] Commission Book, Department, Archives and History, Atlanta; *Ga. Laws,* 1915, p. 210.
[11] *De Kalb New Era,* Jan. 6, 1916.
[12] *City Directory,* 1916.

[13] "Garrett's Necrology."
[14] *Alanta Journal,* Apr. 17, 1916.
[15] *Ibid.,* July 16, 1916.
[16] *Ibid.,* Oct. 22, 1916.
[17] *Ga. Laws,* 1916, p. 154.
[18] *Atlanta Journal,* Apr. 23, 1916.
[19] "Garrett's Necrology."
[20] *Alanta Journal,* Mar. 13, 1919.
[21] *Ibid.,* Sept. 24, 1916; "Garrett's Necrology."
[22] *Atlanta Journal,* Sept. 24, 1916; "Garrett's Necrology."
[23] *Atlanta Journal,* Aug. 27, 1916.
[24] *Ibid.,* May 28, Sept. 10, 1916; Medora Field Perkerson, "Handsome Residence of Asa G. Candler, Sr.," *Atlanta Journal Magazine,* 1923; Margaret Shannon, "Asa G. Candler Mansion Never Fulfilled Mission," *Atlanta Journal,* July 28, 1946.
[25] *Atlanta Journal,* July 2, 1916.
[26] City directories, 1918-1923.
[27] Robert R. Otis, *Atlanta's Plan, 1909-1932* (Atlanta, 1951), 1-3.
[28] *Ibid.,* 3.
[29] *Ibid.,* 4.
[30] *Atlanta Journal,* Sept. 10, 1916.
[31] Otis, *Atlanta's Plan,* 5; Johnston, *Western and Atlanta Railroad,* 200-201.
[32] *Atlanta Journal,* Nov. 1, 1916; Cooper, *Fulton County,* 614.
[33] *Atlanta Journal,* Nov. 1, 1916.
[34] Miller, ed., *Atlanta,* 78.
[35] *Atlanta Journal,* Oct. 2, 1916.
[36] Miller, ed., *Atlanta,* 78.
[37] Founded in New York City in 1901.
[38] Program, Junior League Silver Jubilee Follies, Dec. 1941.
[39] Now located in the former J. J. Haverty residence at 2020 Peachtree Road.
[40] Miller, ed., *Atlanta,* 87.
[41] Year Book, Junior League of Atlanta, Inc., 1951.
[42] O. B. Keeler, "East Lake-Champion-Maker," *Atlanta Journal Magazine,* June 5, 1938.
[43] "Garrett's Necrology."
[44] *Ibid.*
[45] *Atlanta Journal,* Feb. 11, 13, 1916.
[46] Beverly M. DuBose, "Thomas Egleston and The Henrietta Egleston Hospital for Children." A paper read to the Atlanta Historical Society Sept. 30, 1950. Typescript on file, Atlanta Historical Society.

CHAPTER 95

1917

THE 1916 campaign for mayor was analogous to that of 1908 in that both times a prominent and wealthy citizen, with no particular desire for the office, was literally "drafted." Both served only one term and both left office with city finances in the black where previously red ink had prevailed. Both drew upon personal funds for civic improvements, Robert F. Maddox for a city hall, and Asa G. Candler for an extension of the waterworks.

In mid-1916, with an income in the neighborhood of $5,000,000, the city was on the brink of bankruptcy. Schools were impoverished, Grady Hospital was run down, streets were sorely in need of paving and repair, no funds were available with which to pay petty bills, and the salaries of most city officials were unpaid for the month of August, when the primary for the election of a new mayor (to serve during 1917-1918) was held.[1]

In response to insistent requests from a citizens' committee composed of 200 of Atlanta's best men, Asa G. Candler agreed on July 19, 1916, to become a candidate for mayor in the primary of August 24. The committee knew of his patriotism, his superb business qualities, his devotion to the city and of his many benefactions. They felt certain that he, more than any other man, could rid the city government of political factions and bickerings and put the city's business affairs in such shape as to avoid the threatened stoppage of all development work.[2]

To a *Journal* reporter Mr. Candler said:

"I consented to enter the race not with any sense of my own ability, but because of the insistent demand that it was my duty.

"My hope of a successful administration is based entirely upon the assurance of citizens that they will support me."[3]

Indeed, Mr. Candler consented to become a candidate only upon his firm condition that he would not be expected to campaign in the usual sense, but that those who had prevailed upon him to enter the lists would do this part of the job. Accordingly he left with Mrs. Candler for Mt. Clemens, Michigan, where he planned to stay at the mineral springs until the issue had been decided.[4]

When Candler entered the race he found three other candidates in the field. They were Second Ward Alderman Charles H. Kelley, Fourth Ward Councilman Claude L. Ashley, and Seventh Ward Alderman Jesse W. Armistead. By the end of July Kelley and Ashley had withdrawn in favor of Candler, leaving the race to the latter and to Armistead, a *Journal* linotype operator, a union member, and a man of excellent reputation and considerable ability. Had the city's financial situation not been so critical, he would have had a better chance of election.[5]

A couple of weeks before the primary Mr. Candler was called home by his campaign managers and on Wednesday, August 16, with only eight days to go the drafted candidate made the first "stump" speech of his life to a large crowd assembled around the Henry Grady monument on Marietta Street.[6]

He was introduced by Forrest Adair as "the man who needs no introduction." During the course of his address Mr. Candler said:

". . . You gentlemen, not I, are about to make me mayor. I am sure that this kind of patriotism, loyalty and love shall not go unheeded.

"I am not here to tell you I think so little of this office as not to want it. I do want it.

"If I can discharge my duty to all of you I will get a crown that will reach far beyond the grave. . . ."[7]

Convinced that he owed it to himself and his backers to make a vigorous campaign, he from then on spoke daily from three to six times. This activity led the *Constitution* to comment editorially:

". . . Nightly, Atlantans have been treated to the unique spectacle of a multi-millionaire speaking to ward audiences in the open and in tents, asking them to nominate him for a $4000 per year office because the office needed him."[8]

The campaign was remarkably free from personal aspersions and bitterness. Armistead conducted a clean race, his chief appeals being to the so-called workingmen. Candler, because of his position as a wealthy leader of business, realized that he had to be particularly careful to avoid recriminations and personal charges against his opponent. Indeed, his nature would not allow him to resort to such tactics.[9]

On election day, August 24, Candler was nominated for mayor by a vote of 7,821 to 3,712 for Armistead. He carried every ward except the Fifth, which went to Armistead by a majority of 200 votes.[10]

Forrest Adair, campaign manager for Mr. Candler, issued a statement expressing supreme gratification over the nomination, declaring that the vote was the largest ever accorded a mayoralty candidate in the history of the city. He modestly gave credit to everyone but himself for the victory and took occasion to cite particularly the work of Messrs. Henry S. Johnson, Charles T. Hopkins, R. J. Guinn, R. L. Foreman, R. F. Maddox, J. R. Smith, Carlos Mason and Frank Callaway. Adair concluded his statement by saying:

"Although I was made a target by some of the speakers on the other side, I have no ill feeling toward anyone, but am at peace with the world, the flesh and the devil."[11]

In the same election three Atlanta ministerial offices were at issue. Walter C. Taylor, incumbent city clerk, defeated Drew Liddell; Henry L. Collier, former chief of construction, defeated incumbent Nym Hurt, and Charles J. Bowen was elected city building inspector over three opponents to succeed Ed R. Hayes, who did not offer for re-election. The following city officials had no opposition: James M. Fuller, marshal; James L. Mayson, city attorney; Frank F. Smith, tax collector; J. H. Goldsmith, comptroller, R. C. Turner, electrician; Thomas Evans, warden, and Thomas J. Peeples, treasurer.[12]

New members of council elected at the same time were:

Aldermen:

Third Ward, John S. McClelland, lawyer.
Fourth Ward, Steve R. Johnston, real estate.
Seventh Ward, William S. Richardson, freight agent, W. & A. R. R.
Eighth Ward, Jones H. Ewing, real estate.

Councilmen:

Second Ward, Dr. A. H. Cochran.
Third Ward, Joseph C. Little, publisher.
Fourth Ward, Walter S. Dillon, lawyer.
Sixth Ward, James R. Nutting, life insurance.
Seventh Ward, William R. Bean, printer.
Eighth Ward, Aquilla J. Orme, lawyer.
Ninth Ward, William F. Buchanan, lawyer.
Tenth Ward, Charles T. Bailey, salesman, Foote & Davies Company.[13]

With his overwhelming nomination in the primary for mayor, the election of Asa G. Candler in the December 6th general election seemed assured. But unexpected opposition developed. Arthur M. Corrie, one of the Southern's best locomotive engineers, running between Atlanta and Chattanooga, entered the lists. Candler won, 6,168 to 3,524, but Corrie lacked just under 200 of polling as many votes as Jesse Armistead had polled in the primary, and he carried two wards, the Fifth and Tenth, instead of only one.[14]

Before taking office Mr. Candler resigned his executive connections, as officer or director, with all corporations he had theretofore served except the Central Bank & Trust Corporation and the Atlanta Warehouse Company. His eldest son, Charles Howard Candler, had already succeeded to the presidency of The Coca-Cola Company on January 21, 1916.[15]

The new mayor was inaugurated on January 2, 1917, amid prolonged cheers, and a feeling of confidence swept through the city.[16] Yet his two years in office were to be filled with trials and tribulations, exceeded only by those that beset the administrations of James M. Calhoun during the War of the 60's and that of James E. Williams immediately following.

As a starter the Candler administration inherited some $150,000 in municipal debts from the preceding regime. This situation called for emphasis on economy and businesslike management in government. To implement the necessity for economy one of Mayor Candler's first proposals was that his own salary of $4,000 be cut to $2,500, and while the city finance committee declined the request, he never accepted the salary, but bestowed it instead upon local charitable institutions.[17]

The personnel of the Fulton County Commission changed partially from 1916 to 1917, when William M. Poole and Charles G. Turner succeeded W. Tom Winn and S. B. Turman, whose terms expired.[18]

On November 9, 1917, more than two years after his demotion and resignation from the Atlanta police force, James L. Beavers was reinstated as chief, and exonerated of the charges placed against him in the summer of 1915. The long fight to clear his name was vigorously prosecuted by attorney James L. Key. William M. Mayo, who served as chief during the interim, resumed his former position of police captain.[19]

Less than a month after his reinstatement, Chief Beavers lost one of his best men in line of duty. At 5:30 A.M., December 7, officer Henry T. Adams, a member of the force since 1907, and his partner, F. T. Roberts, answered a call from 296 Peters Street to arrest a drunken Negro. The Negro, Dock C. Thomas, barricaded himself in a building at 239 Peters, where he operated a drug store. Adams succeeded in forcing an entry. He clinched with Thomas, who somehow managed to draw a pistol, with which he shot the officer in the head, death resulting in a few moments. Thomas, drunk or doped, was later induced to surrender by Captain W. M. Mayo. He was declared insane and sent to the asylum in February, 1918.[20]

Monday, May 21, 1917, a clear, warm sunny day with a brisk breeze blowing from the South, set a flaming mark for activity on the part of Atlanta's fire department, and witnessed more wholesale destruction of property than had occurred since General Sherman marched out of town in mid-November, 1864. It was the day of Atlanta's "big fire."

The "big fire," however, was the fourth to break out in widely separated sections of the city, all within the scant space of an hour. At 11:39 A.M. a blaze was reported in the Candler Warehouse on Murphy Avenue. It was quickly extinguished with the loss of a little cotton. At 11:43 an alarm was sounded at York and Ashby streets in West End. This was a serious fire, resulting in the destruction of three houses on York Street and damage to several on Gordon Street. Next, at 12:15, an alarm was received from the corner of Woodward Avenue and King Street. Nearly a dozen houses on both Woodward Avenue and King Street were destroyed before the fire was brought under control. These three fires alone would have been a busy day's work for any fire department. But the worst was yet to come, and it came soon.[21]

At 12:46 P.M. a telephone alarm came in for a fire on the roof of the old Negro pest house, then used by Grady Hospital as a storage depot. It stood just north of Decatur Street[22] between Fort and Hilliard streets. A supply truck was sent there. The firemen found a stack of burning mattresses. The truck had no hose and by the time proper equipment was rushed out, the "big fire" was underway and heading north by northeast.[23]

The result was graphically described by the *Journal* on the 22nd:

"When the sun rose over Atlanta Tuesday morning and looked down on the northeastern section of the city, it revealed a mass of gray smouldering ruins, where 24 hours before, had been block after block of beautiful homes shaded by majestic oaks.

"The north side, along Boulevard and Jackson [now Parkway Drive] streets, from Decatur Street almost to Piedmont Park, had been swept as bare as a billiard table by the greatest fire in the city's history.

"Scarcely a stick is left standing today. It is one long field of cinders, stretching for nearly two miles straight. Hardly a house survived in the path of the fire which cut a crimson swathe from one to five blocks wide. Only stark chimneys, a few bricks, crumbling furniture stand in the desolated district.

"There seems to be no doubt that the fire, following on the heels of two other great residential fires during the morning, started in the old warehouse of Skinner Brothers Transfer Company on Fort Street, near Decatur Street. Officers who arrived on the scene within a few minutes after the alarm was turned in, state that this building was the only one then in flames.

"Dr. J. P. Kennedy, city health officer, disputes this, however. He says the fire started in a negro hospital on Fort Street, about a block from the warehouse. He was there at the time, interviewing some negro patients, and was first to see the flames leap toward the blue skies.

"This was shortly after 12:30 o'clock Monday afternoon. Twenty minutes later the fire was beyond all control, sweeping a hot path toward the north. An hour later it had passed Houston Street and was well into the white residential section. By dark it had reached Ponce de Leon Avenue. It was ten o'clock before the great red wall was finally stopped, halfway between Ponce de Leon Avenue and Piedmont Park.

"Dynamite, rushed by the automobile load from the Du Pont Powder Company, was all that stopped the onslaught of the flames. Dozens of houses were razed in ruins by explosions.

"A brisk wind that blew as the fire first took hold, increased in velocity moment after moment. The flames, too, created their own wind, which at times seemed to blow a veritable gale.

"Had the fire apparatus not been busy in West End and on Woodward Avenue, when the greatest blaze began, it might have been possible to check it at its inception.

"As it was, the fire got a good grip on the Skinner warehouse before the engines arrived. Then it started toward the north like a racehorse. A huddle of negro houses behind the warehouse facing on Fort Street, roared up like tinder. The fire leaped across along Hilliard Street and began to eat into Edgewood Avenue from the rear. The J. K. Orr shoe factory, the Trio Laundry and other business buildings here burst in flames. By heroic efforts the firemen saved these places and some adjacent stores, but they did not stop the fire, which was riding toward the northeast on the back of a spanking breeze.

"Between Edgewood Avenue and Houston Street there is a section occupied almost exclusively by negroes, many small dwellings packed close like rabbit hives, groceries, soda stands and the like. The fire burned through them faster than a man can walk. It swept away from Auburn Avenue on the city side, thus missing the big negro office building there and other negro buildings comprising the colored business section.

"Then the fire got on its main track, straight along North Jackson Street and North Boulevard, which from Houston Street to Ponce de Leon Avenue were serried ranks of homes. The section was one of the most beautiful in the city. It is almost as old as Atlanta. On its northernmost boundaries are the trenches in which Confederate fought Federal in the Civil War. It goes back to horse-car days, when the famous old nine-mile circle was its boundary. Some of the homes were 25 and 30 years old; others have been built within the year. The majority were owned by their occupants, for while the property owners are not rich hereabouts as riches are measured by millions, they are a thrifty, home-keeping lot, the finest type of citizens.

"On the western border, the fire never gnawed its way beyond Bedford Place, although it reached this street on nearly every street from Decatur to Merritts Avenue. From Merritts Avenue to Ponce de Leon Avenue the fire stopped a block from Bedford Place, although many houses in the block were dynamited. From Ponce de Leon Avenue north the fire stopped at North Jackson on its western border.

"On the east side, the fire was bounded by North Boulevard until it got to Highland Avenue. Then it spread nearly two blocks to the east, stopping just before it got to the Home for the Friendless on Highland Avenue. Further toward the north, it spread down Boulevard Terrace and Boulevard Place, taking every house on those two streets as far east as the gully of a stream which runs past the ball park. The fire extended about halfway down the hill to the ball park on Ponce de Leon Avenue, including in its scope Kennesaw Avenue. North of Ponce de Leon Avenue, on the east, it reached St. Charles Avenue, and was finally checked at Greenwood Avenue.

"The northernmost boundary of the fire was this street, on the Boulevard and Vedado Way, between Boulevard and Jackson. Vedado Way is in a comparatively new subdivision, opened about five years ago. It lies just on the city side of an old sewer stream, which runs east and west here, cutting off territory to the south from Tenth Street and residences adjacent to Piedmont Park.

"In the territory outlined above, the flames wrought havoc, especially at first when no dynamite was used to stop them. They leaped from house to house with the speed of the wind. Sometimes an entire block would be skipped, when a spark would start the fire in a house a hundred yards ahead of the rest of the blaze.

"After wiping out the negro section from Auburn Avenue to Old Wheat Street, it was hoped that the broad circus grounds, between Old Wheat and Irwin streets, would serve as a check. The fire roared over them as if they had not been there.

"In the next block, on the east side of North Boulevard, are Boulevard School and Morris Brown University, a negro institution. The fire missed them, raging along on the other side and on North Jackson Street. The old home of W. M. Slaton, on North Jackson Street, went, as did many other fine old residences on this street and North Boulevard, as far north as Highland Avenue.

"At Highland Avenue the flames spread both ways. To the east they stopped short of Prospect Place, but they razed the beautiful Grace Methodist Church at the corner of North Boulevard and Highland Avenue. A drug store opposite the church [still standing] and several houses here were spared, but homes on Highland as far west as Fort Street went.

"The old Nelson place went next. This was at one time a show place of Atlanta, a magnificent home at East Avenue and North Boulevard set far back among giant oak trees with a great sweep of lawn. It was destroyed. Two brick apartment houses on East Avenue went. So did the home of R. L. Cooney, which was the old Lewis place on North Jackson Street near East Avenue. The Jackson Hill Baptist Church, corner of East Avenue and Jackson, went, in addition to the beautiful Westminster Presbyterian Church at Forrest Avenue and North Boulevard.

"Long before the fire reached this point the streets were aswarm with people. It had been moving so fast that most of the residents so far saw their houses crumble into ruins without a chance to get anything out at all. Now the streets began to fill with trucks and automobiles, in which everything in the way of household goods from a shoe brush to an upright piano were piled higglety-pigglety.

"Women ran up and down, wringing their hands, wailing and crying that their lost children had perished in the flames. People ran panting ahead of the fire, making for homes farther north. Household chattels were scattered promiscuously over lawn and pavements. Over all shone the hot May sun, with the fire a raging wall of flame, gnawing, gnawing its way northward.

"Soon the soldiers began to put in their appearance. The Georgia field hospital and recruits of the Fifth regiment arrived. And Colonel C. R. Noyes, telephoned at the fort, responded wonderfully by sending in the entire 2,000 men in the officers' training camp, and the companies of the Seventeenth infantry.

"By 4 o'clock the fire had passed three blocks north of Forrest Avenue, and had reached Pine Street. It spread east along Forrest Avenue almost to the greenhouse of the Dahl Floral Company, and stopped. It began to beat west along Forrest, crumpling block after block of residences. The home of Thomas Peters, corner of Forrest Avenue and Jackson, an Atlanta landmark, was burned. On Jackson, between Forrest and Angier Avenue, the homes included the old Curtis place, the old Reinhardt place and the Redwine property, occupied by Dr. Murphy and family. Several drug stores and groceries in the path of the fire went by the boards. On North Boulevard, between Forrest Avenue and Angier Avenue, a like number of fine homes were burning—the Mitchell place, Massey, Dobbs, Davidson, Carroll, Berry, every house on both sides of the two blocks.

"Shortly after 4 o'clock, dynamiting began, about at Pine Street. But though house after house was blown to atoms, the explosions proved futile until about six other blocks had been denuded. At this hour the fire had reached North Jackson and Linden Streets, where the Loeb home on the corner was the first to go. It was keeping pace with itself a block away on Boulevard, and spreading east along the side streets, Boulevard Terrace and Boulevard Place.

"Both of these pretty residence streets were burned for blocks, every house, to their termination. Each runs off into a stretch of woods and a valley, with a little stream on the city side of the spur track of the Southern railroad.

"Between East Linden Street and Ponce de Leon avenue the fire played one of the freaks for which it was peculiar. Three houses on Jackson Street, north of Linden, burned and then, with the department turning a tremendous stream of water on the fourth house, the home of Harry L. Dix, it looked as if the fire was checked temporarily at least. The fire had not yet reached this point in the block on the opposite side of the street, and attention centered on the Dix home.

"Suddenly, a block farther to the north, on Jackson Street between Ponce de Leon Avenue and North Avenue, on the opposite side of the street from the Dix place, the roof of Harry L. Bradshaw's house burst into flames. At once, the solid block in which this house is located was destroyed, except for houses fronting on Ponce de Leon.

"It was one of the prettiest residence sections of the city, with homes facing both Jackson Street and Boulevard, among them the W. D. Brady home, on the corner of Jackson and North Avenue; the residence of D. L. Hollis, Boulevard and North Avenue; W. D. Williamson, on Boulevard; H. C. Crosthwait, W. J. Lynch, J. W. Stephens, the Parham place, and scores of others on both streets, terminating at the northeast corner of the block with a grocery store and the Ponce de Leon Avenue pharmacy.

"This block had been swept before the fire reached Boulevard and Jackson on the city side of North Avenue. Here some other fine places went, the Watson home, an old place at Boulevard and North Avenue; the old Akers place, former home of Judge Bateman, and S. C. Dinkins, the home of C. L. Pettigrew, the former home of Walter T. Downing.

"Dynamiting had been going forward at a rapid rate now. Soldiers warned people away from the streets, and people began to flee in great groups along North Avenue toward Peachtree Street.

"But even dynamiting could not stop the flames yet. They spread east along North Avenue and Ponce de Leon Avenue as far as Kennesaw Avenue, about two blocks from the baseball park. West they gutted the block bounded by North Avenue, Jackson Street, Ponce de Leon Avenue and Hunt Street. The fine building of the North Avenue school was saved.

"At the corner of Jackson Street and Ponce de Leon Avenue the western border of the fire was put under control. By dynamiting, the flames were prevented from spreading to the beautiful homes which stretch along Ponce de Leon Avenue on the northern side west of Jackson, though the fire swept across Ponce de Leon Avenue and razed the block between Jackson and Boulevard, except for about four houses. It went north here as far as Vedado Way, where it was stopped once for all.

"Across, on Boulevard, it ate its way down as far as Vedado Way and Greenwood Avenue. Here the fire spent its force.

"The fire never reached the ball park and Ponce de Leon Avenue, leading to Druid Hills, beyond this point was saved. Much fear was felt by residents here, and the progress of the fire was measured by the Ford plant, which it never reached.

"The fact that the houses were set farther apart here, that many of them were of tougher fiber than the negro shacks and therefore harder to burn; that residents now had their warning and knew that everything to the south was burned, began to give some of them time to take out their stuff.

"The fire department also concentrated every effort to stop the raging torrent of flame. Aid began to arrive from neighboring towns, and before nightfall engines had arrived from Chattanooga, 2; Knoxville, 1; Rome, 1; Augusta, 2; Macon, 1; Newnan, 1; East Point, 1; Marietta, 1; Decatur, 1; Griffin, 1; Gainesville, 1; Greenville, 1; Jacksonville, Nashville and Savannah were sending engines to reach here Tuesday.

"From all over the city people hastened to the fire, and one of the heroic and splendid features of the catastrophe was the way in which they sailed in to help the stricken. Business houses hurried truck after truck to the scene, in which furniture was taken to other parts of the city. Men and boys by the score turned in with coats off and stripped whole houses of their every article."

It was ten o'clock in the evening before Fire Chief Cody and his valiant associates got the flames under control. Thousands had been rendered homeless. Indeed, Tuesday morning's sun looked down on 200 to 300 people who made their beds Monday night on the grass at Piedmont Park. Their roofs had been burned from above them, their clothes were gone, and, as homeless as any refugees in Europe, they slept out under the sky and woke with the dew on their faces. And a large vacant lot on Edgewood Avenue was covered with Negroes sleeping or singing, as they are wont to do in times of adversity.[24]

Fires smouldered in the area for the rest of the week, as houses that had fallen into cellars continued to burn. Hundreds of torches blazed where houses had stood, marking the breaks in gas lines. The Gas Company reported that 1,000,000 feet of gas escaped the day after the fire. Repair crews had trouble shutting off the flow because the pipes were too hot to handle. The drain on the waterworks had been tremendous too. Fifty stokers kept the boilers hot, and pumped 22,000,000 gallons in 11 hours.[25]

When the great fire was over and relief work under way, it was found that an area of 300 acres had been laid waste, 1,938[26] houses burned and 10,000 people, mostly Negroes, made homeless. Property loss amounted to $5,500,000, of which some $3,500,000 was covered by insurance.[27]

Strangely enough, and fortunately too, only one life was lost as a result of the fire. Mrs. Bessie Hodges died from a heart attack induced by shock following the burning of her home on Boulevard.[28]

Relief measures for fire sufferers came promptly. Mayor Candler called a mass meeting of citizens Tuesday morning following the fire, at the Chamber of Commerce. Colonel Frederic J. Paxon was unanimously elected chairman of the relief committee and Lee Ashcraft, treasurer. Following his nomination, Colonel Paxon said:

> "There will be no oratory. We are here for action. The question is how much we ought to raise. We do not need outside help. You are here to raise money, and I take it for granted you came here for that purpose. You need not worry about the wise and economic expenditure of the money, which will be in the hands of a committee of our leading business men."[29]

On motion of Henry S. Johnson a rising vote of thanks was tendered to Colonel Charles R. Noyes, commander of the Seventeenth Infantry at Fort McPherson, and to the men of his regiment, the men of the officers reserve corps, the men of the Fifth Regiment and the Boy Scouts. Without them, declared Mr. Johnson, looters would have overwhelmed the district threatened by fire. Without them the fire could not have been stopped. To them Atlanta owes an inestimable debt of gratitude. These sentiments were greeted with tremendous applause.[30]

During the course of the meeting $50,000 was raised. Much more was raised later. The Red Cross hastily established a clearing house for refugees and salvaged property. Trucks and drays from all over the city hauled household goods from the streets and sidewalks to the auditorium, where they were stacked for safekeeping. Many articles were saved which the owners thought had been burned, and several weeks were requird to identify and locate owners. The Red Cross also compiled a refugee directory, listing the new addresses of all the people who had been burned out. Some families which had been separated spent several days finding each other. Financial aid offered by other cities was politely declined.[31]

The "big fire" had at least two progressive results. Plans to completely motorize the fire department were expedited and were fully realized in 1918. Of the 1,938 buildings destroyed, 1,682 had shingle roofs. The city government hastened to pass an ordinance prohibiting the use of wood shingle roofs in the erection of new buildings, and allowed ten years for the replacement of old roofs on existing buildings. The time limit was twice extended and finally expired in June, 1931.[32]

A burned-out resident took a nostalgic view of the fire, and in that connection probably expressed the sentiments of many Atlantans. He said:

> "I didn't mind losing the house. I didn't mind losing the contents. What hurts today is the thought that the associations of a lifetime have been wiped out like chalk from a slate."

It was not the ruins of his home, nor the sea of chimneys and ashes that this fire victim saw. It was the grave of a neighborhood. Houses can be rebuilt, but though they replace shacks with mansions they can never bring back North Boulevard and North Jackson Street as they existed before the fire.

That was the tragedy of it to hundreds who were born in that territory, who had lived in it year in and year out, and who had come to love its every tree and cobblestone from Highland Avenue north to the ball park.[33]

During the ensuing years the ruins of old Boulevard and Jackson Street and the great forest of chimneys disappeared. Today, instead of comfortable family homes, back from the street, cooled by handsome shade trees, Boulevard and Jackson Street present a shadeless expanse of architecturally undistinguished apartments, placed as close to the street as it was apparently possible to build them.[34]

In all the years of Atlanta's history, only two, 1864 and 1917, witnessed the destruction or demolition of more old buildings than the construction of new ones. Much new 1917 construction was occasioned by the war (see below). Two noteworthy structures of the year, not occasioned by the war and still in use were the Peachtree Arcade and the Hemlock Telephone Exchange.

The Arcade, projected in 1916 and erected in 1917, occupies land owned by the same family since 1845, fronting Peachtree and running west along the railroad right-of-way to Broad Street. The site had been occupied by the residence of Patrick Connally and of his daughter, Mrs. Mary A. Dougherty, wife of Daniel Dougherty, parents of Mrs. John H. Flynn; then successively on the Peachtree end by the Concert Hall Building, the National Hotel and the Steiner-Emery Building. The Arcade was erected by the Flynn Realty Company, composed of heirs of John H. Flynn, and was financed by the Northwestern Life Insurance Company. The unique building, only one of its type in Atlanta, cost approximately $500,000. It was designed by Architect A. Ten Eyck Brown and built by A. V. Gude & Company.[35]

The opening of the new Hemlock Exchange at Tenth Street and Crescent Avenue on August 17, 1917, constituted a landmark in the expansion of telephone service in Atlanta. The new plant, costing in excess of $250,000, housed 40 operators, and was designed to relieve the greatly overloaded Ivy Exchange. The prefix Hemlock was assigned to all telephones north of Eighth Street on Peachtree, Piedmont and parallel streets east to Boulevard, and north of Ponce de Leon Avenue from Boulevard to Springdale Road.[36]

Today, in the zenith of the automobile age, less than 20 makes of cars are sold in Atlanta. In 1917, when the auto was just coming of age, local motorists had an even wider selection. It included the following:

Marmon
Chandler
Chalmers
Oldsmobile
Dodge
Reo
Studebaker
Willys-Knight
Elcar
Monroe
Olympian
Kissel Kar
Cadillac
Maxwell
Paige-Detroit
Grant
Pierce-Arrow
Stutz
Apperson
Velie
Moon
Pan
National
Ford
Buick
Hudson
Chevrolet
Nash
Overland
Cole
Haynes
Oakland
White
Hanson[37]

The "Hanson Six," it might be noted, was an Atlanta product, introduced at the Southeastern Automobile Show at the Auditorium on February 27, 1917.

It was an "assembled car," with a Continental motor, and was designed by Don M. Ferguson, an automotive engineer formerly connected with both Studebaker and General Motors.

To assemble and market the new car, the Hanson Motor Company, headed by George W. Hanson, as president, and Arthur Burdett, as vice-president and general sales manager, was organized. The company was housed in a new building at Murphy Avenue and then Ashby Street, now Sylvan Road.[38]

Mr. Hanson, formerly a wholesale grocer of Griffin, Georgia, came to Atlanta in 1908 and entered the automobile business with the E. M. F. car, designed by Mr. Ferguson. In 1913 Mr. Hanson took on the Saxon car and sold it until August, 1916, when he decided to organize a company and produce a car in Atlanta. Arthur Burdett, now head of the realty firm founded by his father, Benjamin F. Burdett, put considerable money into the automobile enterprise as did his father.[39]

In commenting on the prospects of the new Atlanta enterprise, the *Journal* said on February 27:

> ". . . The Hanson Six is launched under the most favorable auspices. Planning to build 2,000 cars the first year, the company already has applications for twice that number, from agents who are ready to back up their applications with ironclad financial guarantees.
>
> "We are more than 1,000 miles nearer to the consumer, with our factory in Atlanta, than the manufacturers of the west and north," said Mr. Hanson Tuesday.
>
> "This means that freight will be reduced from 75 to 80 per cent for the benefit of the consumer.
>
> "We are in the midst of a section where labor is plentiful at moderate wages and where labor conditions are tranquil.
>
> "We are in the midst of a section that is destined to be the garden spot of the United States in the next ten years. The reaction that will follow the European war will benefit the south, because the things we produce and sell will command high prices, while the things we use and buy will be selling cheap.
>
> "Atlanta is the actual and logical automobile center of the great southeast, and Atlanta is the logical location for the production of a southern-built automobile.
>
> "The Hanson Six will sell in the $1000 price class. The exact price has not yet been determined. It is being built to conform to a standard, and the price will be fixed when the car is finished and ready to place on the market."

The Hanson Six was a good automobile. It sold pretty well, especially in Atlanta and the South. But by the mid-1920's competition from the large manufacturers had become too intense, and Atlanta's only "native" automobile joined the long list of "former" makes in 1925.[40]

The year of the debut of the Hanson Six also marked a period of an increased number of women drivers. In August, 1917, L. L. Boyes, local retail sales manager for Studebaker, delivered himself on this subject. He said:

> "Never in all my experience have I seen so many women drive motor cars and insist on learning the various parts of a machine as I have in the last few months. And, it is interesting to note that perhaps half of these women are driving roadsters. The roadster is a popular woman's car because it is so easy

to drive and control, and because it becomes the woman's own personal and individual car—one that she can handle with ease in crowded city traffic or on the open country road.

"It is interesting and gratifying to see this big increase in the number of women drivers. And I have yet to see any woman who has not been materially benefited by driving. The fresh air, the co-ordination of eye, mind and muscle, the exhilaration of feeling that you are master of the powerful and yet tractable motor, and that it will answer your every whim, cannot help but have a beneficial effect on the nerves. . . ."[41]

Other local transportation events of 1917 were the purchase, by the Southern Railway, of a new fleet of giant locomotives; the passing of John, the faithful old Grady Hospital ambulance horse, and the crash of an airplane in Piedmont Park.

The Southern's new locomotives were delivered to the road at Inman Yards in February by the Baldwin Locomotive Works at Philadelphia. Designated as "mountain type" (4-8-2 wheel arrangement), the giant machines were seven feet longer than the largest engines then in use by the Southern. They were numbered in the middle 1400's and were originally assigned to Nos. 37 and 38, the *New York and New Orleans Limited,* predecessor of *The Crescent.*[42] These 74-foot beauties did valiant service on the Southern in both passenger and freight service, until "bumped" by the Diesel more than 30 years later.

"Old John" died on March 27, 1917, aged over 20. No one was sadder than Kimball, his Negro driver. Kimball loved "Old John" and for 20 years had handled the rein that urged the faithful horse to speed up and bring many a broken body swiftly to the operating table. It was just as well that "Old John" died when he did. He could not have competed with the motor age.[43]

A rather grim lesson in aviation was learned by student officers from Georgia Tech on Wednesday afternoon, July 11, 1917, at Piedmont Park. The students were brought to the park by their instructor to see what an easy thing the business of flying really was. Instead they learned how easy it was to topple from mid-air and come plunging down to earth.

The occasion was a conclave of Woodmen of the World, assembled with their wives, daughters and guests for a parade, prize drills and the flight. Fully 10,000 were on hand. Aviator Walter J. Carr took off from the northeast corner of the old race track, now ball field. Half way across he got off the ground, but not high enough to miss a tree at the southwest corner of the field. The fragile plane impaled itself in the branches, where pieces thereof remained for months afterward. Carr, happily, was practically uninjured and commented as he picked himself up, "A little fall like that is all in the day's work and not a thing to worry over."[44]

Georgia Tech produced great football teams in 1916 and 1917 during the long regime of Coach John W. Heisman, a former player for the University of Pennsylvania. Indeed, the '17 team, which didn't lose a game, has been called Tech's greatest, though room remains for doubt when the splendid teams of 1928 and 1952 are considered. At any rate the boys of '17 emerged from their season, not only as "American Champions," but with some amazing scores to their credit. Wake Forest and Furman were defeated easily. Pennsylvania fell, 41-0; Washington and Lee, 63-0; Vanderbilt, 83-0; Tulane, 48-0; Carlisle Indians, 98-0, and Auburn, 68-7. The varsity was composed as follows:

Player	*Position*	*Weight*	*Age*	*Home*
Marshall (Shorty) Guill	L.E.	161	20	Sparta, Ga.
William (Bill) Fincher	L.T.	188	20	Atlanta
Dan Whelchel	L.G.	198	21	Ashburn, Ga.
George (Pup) Phillips	C.	182	21	Atlanta
Hamilton (Ham) Dowling	R.G.	172	21	Jacksonville, Fla.
Walker (Big Six) Carpenter, Captain	R.T.	184	23	Newnan, Ga.
Robert S. (Cy) Bell	R.E.	179	22	Orchard Hill, Ga.
Albert Hill	Q.B.	164	20	Washington, Ga.
Everett Strupper	L.H.	156	20	Columbus, Ga.
Joe Guyon	R.H.	190	23	Quemado, N. M.
Judy Harlan	F.B.	178	19	Atlanta

The 1916 team, incidentally, which included the great Tommy Spence, killed in World War I as an aviator, was the team that achieved the astronomical score over Cumberland of 222-0, a record for Tech that still stands.[45]

The ten-year period beginning in 1913 saw the rise of the business and professional men's civic club in Atlanta. The founding of the Rotary Club in 1913 has been noted. In 1917 came the Kiwanis Club of Atlanta, with George L. Hunt, an insurance man, as first president. It was followed by the Civitan Club of Atlanta in 1920, with Julian V. Boehm, also a life insurance man, as first president. In 1922 the Atlanta Exchange Club was organized with John Gilmore, a realtor, as president.[46] These clubs, in addition to others of a similar nature, have been, and are, a potent force for service and civic betterment within the community.

Among Atlanta's noted visitors during 1917 were Mary Roberts Rinehart, the novelist; Billy Sunday, the evangelist, and John McCormack, the Irish tenor.

Mrs. Rinehart arrived on June 21. Said the *Journal* on the 22nd:

"As the taxicab stopped in front of the Georgian Terrace Thursday afternoon, two army officers alighted and held open the door for one of the most interesting women in America.

"She was dressed in blue, with a small white hat, and as she walked quickly up the steps of the hotel, a bystander remarked, 'She travels light—for a woman; one hand bag and a trunk check.'

"At the desk the woman registered in a firm, dashing hand, 'Mrs. Mary Roberts Rinehart, Pittsburgh, Pa.'

"When she turned away and faced a newspaper man, she held up her hands.

" 'Don't ask me what I think of the city,' she exclaimed. 'I haven't seen it yet. . . .'

"In response to a query as to why she was in Atlanta, Mrs. Rinehart replied:

" 'To write about the officers' reserve camps. In this week's *Saturday Evening Post* I have an article about the Atlantic fleet, the first of two articles about the navy. Now I am covering the army. I have been to Fort Meyer, Va., and I may visit several other camps after I see Fort McPherson. The mothers of America have the right to know where their sons are going[47] and what they do after they enlist. That's what I shall try to tell them, first about the officers' camps, and then after the draft begins, about the enlisted men's camps.'

"Mrs. Rinehart was told that Atlanta people were especially interested in her mystery novel, *The After House,* because she took her plot from the case of Bram, the man who, found guilty of a series of murders on board a ship at sea, was sentenced to the Atlanta Federal Penitentiary, but was later paroled and is now selling 'hot dogs' on Marietta Street.[48]

" 'I would like very much to meet him before I leave here, if I have the time,' she said. 'I would like to hear his story from beginning to end. I took the evidence in his trial and went over it carefully, solely because I saw in it a good plot for a story. But afterward I got a letter from him and I became very much interested in his case. I have always felt that there was a miscarriage of justice in that case.' . . ."

William Ashley "Billy" Sunday, former big league baseball player, Y.M.C.A. secretary and an ordained Presbyterian minister, arrived in Atlanta late Saturday night, November 3, 1917, for a stay of several weeks.

When his train, the *Dixie Flyer,* was several miles out, newspaper men boarded it and asked the evangelist for his "message to the South." He grinned, and after looking thoughtfully out of the window for a few minutes, said, "All right," and led the way to his drawing room. There, with Mrs. Sunday seated across from him, sewing on some fancy work, Billy dictated the following:

"I expect Atlanta to come to the plate and line them out so fast that the devil will have his tongue hanging out and when the game is called, the score will be one of which Atlanta will be proud. The time has come to clear the decks for action, to come out of the trenches and go over the top for God, home and native land!"[49]

Sunday and his party were met at the station by a reception committee headed by Charles W. Outlaw and conducted to the home of Mrs. Joseph M. High at Peachtree and 15th streets, the present headquarters building of the Atlanta Art Association. Mrs. High, in California, at the time, had tendered the use of her home to the revivalist during his stay in Atlanta.

Promptly on Sunday morning, November 4, Billy Sunday began his strenuous campaign in Atlanta against his Satanic Majesty, the devil, in a temporary tabernacle at Jackson and Irwin streets, on the old circus grounds in the burned district. Society leaders, the Governor, the Mayor, charwomen of downtown hotels, opera fiends, fight fans and churchmen mingled in the vast crowd. Wrote Ward Green in the *Journal* next day:

"On his first day in the South Billy Sunday has taken off his coat to Atlanta. He has preached three typical sermons at the Jackson Street tabernacle. He has leaped and crawled and bounded and strutted across the platform. He has pounded the pulpit, mounted a chair, twisted himself into a knot and pegged the declamatory ball from deep center to the home plate. Something like 30,000 people have heard him, and these he has interested, amused, delighted, disgusted, shocked, thrilled and exhilerated, each according to his bent.

"Today he rests. Tomorrow he preaches twice, in the afternoon and at night. Some time soon—it may be next week, it may be the week thereafter—he will call for converts to 'hit the trail.'

"Until then the effect of his presence in Atlanta no man can actually know. But in the meantime practically everybody is voicing his opinion, in public, in private, in homes, and on street corners, from Governor Dorsey on down to old Aunt Sarah Trotter, who has a house on Old Wheat Street and claims she heard Mr. Sunday even during the excitement of cooking a mess of turnip greens in the kitchen.

"The opinions range from the weighty words of bishops to the remarks of a small boy leaving the tabernacle last night who said, not without reason, 'Well, papa, Mr. Sunday is certainly a sweaty man, ain't he?'

". . . Atlanta has had opera crowds and baseball crowds and political crowds and prize fight crowds and parade crowds. But it took a Billy Sunday revival to wad them all into one and make a crowd that for sheer human lure had the others looking like Mr. Sunday's shirt when he takes it off at the end of a perspiry day. . . .

"Several times Sunday ran over and grabbed his chair to place it behind the pulpit and get a little higher. It was in this attitude, one foot on the chair, the other on the pulpit, the sweat pouring in rivers off his face, his face raised to heaven and both fists clenched tightly, that Atlanta saw him Sunday night.

" 'O God!' pleaded Billy Sunday. 'If this city of Atlanta, pearl of the south, will fall on her knees before You and come over to Christ, then I say that this whole southland, drenched in tears of repentance, will do as Atlanta does! Men and women of Atlanta, I hold before you the bleeding form of Jesus Christ. Take Him if you will!'

"There was a tense moment of silence, as all eyes were fixed on the form of Sunday, the twisted face agleam under the glare of the bright lamp above him. Then he dropped his hand.

" 'Good night, my friends, good night!' he said."

So it went for seven weeks. It was one of Atlanta's great emotional experiences.[50]

John McCormack, in excellent voice and humor, sang a program of intimate songs to an audience of 5,000 at the Auditorium on Thursday evening, November 29, 1917.

It was an informal, though resplendent evening. The singer, instead of adhering strictly to the printed program, responded generously to the mood he had helped to create. Indeed, he sang six numbers not on the program, four of them songs of the home. They were *Little Mother O' Mine, My Little Grey Home in the West, Mother Machree,* and *Keep the Home Fires Burning.* There were tears in a thousand eyes at this last, which came as the final song of the evening, but there was a fine thrill that burst into applause even while he was singing. The singer was not alone. With him were Edwin Schneider, his accompanist, and Andre Polah, violinist.[51]

The month of December, 1917, was one of the coldest in the history of the city.[52] While much suffering was occasioned, particularly among the poor and needy, the severe weather had its lighter sides. Commented the *Journal* on December 17:

". . . Out at Piedmont Park the glimmering surface of a once liquid lake presented a sight which made onlookers doubt their sobriety. Strange hieroglyphics were being carved in the winter air by figures that curved and shot and reached amazing momentum on skates! It sounds like a dream but it actually happened. Lowry Arnold, Philip L'Engle, Arthur Clarke and sundry other of Atlanta's prominent gentry disported themselves artisically and hilariously on water which had met a hard fate.

"Even after nightfall, a dozen or more pleasure-warmed skaters clung to the new sport. The fashion had not yet reached Grant Park, according to the park policeman, and a wondering porter at the East Lake Club stammered over the phone:

" 'No, sir, boss. Dey ain't done nothin' like dat out here yet. Is dey sho' nuff goin' to?'

"Such a startling innovation can hardly fail to spread and Atlantans driving through the parks Sunday are advised to keep one eye toward the lakes and perhaps see something to tell the grandchildren about in future years."

Interest-compelling as were the local civilian events of 1917, the minds of most Atlantans and of most Americans were on the war-torn fields of France and Belgium, and on the conflict into which America was finally drawn in April.

By January 1, 1917, involvement of the United States seemed imminent. During the first week of that month, the Atlanta Chamber of Commerce, of which Ivan Allen was the newly elected president, received a wire from former Georgia Tech student, General Leonard Wood, then Chief of Staff of the United States Army. The general said he would arrive in Atlanta at 7 the next morning to select a site for a cantonment, and that he would like to inspect suitable locations. The requirements, as specified by Wood were for a tract of at least 800 acres on a main line railway, preferably double-tracked, with a good water supply, in a location permitting the establishment of a rifle range and an eight-mile artillery range.[53]

The next morning was bitter cold, but General Wood and his aide, Major Kilbourne, were met on schedule at the Terminal Station by Mr. Allen and Walter G. Cooper. After a short rest at the Piedmont Hotel the visitors were conducted to the Capital City Club where they met a number of leading Atlantans for an informal breakfast. The Atlantans had been posted and had their automobiles ready. Immediately after breakfast the army officers were taken over large portions of Fulton and De Kalb counties, north and south of Atlanta. General Wood said nothing about war with Germany. War had not been declared and the public did not know what the President and Chief of Staff knew. Even important officers of the army did not know that war was impending. But Wood knew and acted with his usual promptness and energy. No decision as to location was reached during this preliminary survey in January, but General Wood requested the Chamber of Commerce to get options on a thousand acres of suitable land and have them ready as soon as possible for army engineers to inspect.[54]

During the next several months a local committee composed of E. P. McBurney, Ivan Allen, Walter G. Cooper, B. M. Grant, Forrest Adair, S. B. Turman, Engineer B. M. Hall, Waterworks Superintendent Zode Smith, Oscar Mills, and Engineer J. N. Hazelhurst inspected and considered a number of sites for the proposed cantonment. Among them were the James W. English tract of 2400 acres along the southeast bank of the Chattahoochee River near the Southern Railway crossing; the Vernoy site, along the A. B. & A. Railroad, between West View Cemetery and the river; territory north of Fort McPherson, owned by the Central of Georgia Railroad; the old Speedway (now airport) and adjacent territory as far south as the Clayton County line, and a 2000-acre tract in the Cross Keys District of De Kalb County, lying contiguous to the double-tracked main line of the Southern Railway at Chamblee.[55]

On June 1, 1917, word was received from Washington that Atlanta had been definitely selected as a cantonment site.[56] During June, after inspection by a board of army officers, the Cross Keys site, including a number of farms, owned among others, by Asa G. Candler, Samuel C. Dobbs and Henry R. Durand, was chosen. On July 16 the War Department announced that the camp to be would be named Camp John B. Gordon, in honor of the late distinguished Confederate general and Georgia governor and senator.[57] It might be said in passing, that after demobilization in 1919, the Camp Gordon property was sold to Thomas R. Sawtell, of Atlanta, and that during World War II the government repurchased most of the tract for the Naval Air Base and Lawson General Hospital.[58]

Meanwhile, in mid-March, 1917, Atlanta was selected as southeastern headquarters of the American Red Cross. The announcement was made at a luncheon for leaders who had taken an active part in securing new members for the Atlanta Chapter, including Bolling H. Jones, Walter T. Colquitt, W. W. Orr, Albert S. Adams, Harrison Jones and others.[59]

In early April, at the suggestion of Frederic J. Paxon, H. A. Maier, W. W. Orr, and other patriotic citizens, the *Journal* launched a subscription campaign to erect a steel community flagpole at Five Points on the site of the old artesian well. The plan met with an enthusiastic response.[60]

Two days later, on Friday, April 6, came the announcement all were expecting:

"U. S. IS NOW AT WAR!

WILSON PLACED HIS SIGNATURE TO WAR DECLARATION TODAY."[61]

Said the *Journal* editorially the same day:

"The sweeping majority by which the war resolution has passed both branches of Congress bears splendid witness to the unity of American thought in this momentous hour. Of the four hundred and twenty-three members voting in the House, only fifty opposed the resolution; and in the Senate only six opposed it, out of eighty-eight voting. Never before, perhaps, in the nation's entire history has Congress spoken so swiftly and so nearly with one voice on the supremely vital question of war or peace. . . .

"The war with Germany is on, a war of democracy against despotism, of civilization against savagery, of eternal right against eternal wrong—a war in which, as the President declares, 'America is privileged to spend her blood and her might for the principles that gave her birth and happiness, and the peace which she has treasured.' "

On the Monday morning following the declaration of war the local army, navy and marine recruiting offices were jammed with eager applicants anxious to get into uniform.[62]

A week later Police Chief Mayo instituted a city-wide campaign against loafers, instructing his men to concentrate on pool halls and other places where men not given to great industry usually congregated. Proclaimed the Chief:

"There is too much work now for men to lay idle. With farmers in need of help and with the United States government appealing for more men, there is no excuse for the idler. I mean business and the loafers had better understand and act."[63]

Fort McPherson began to take on new life. Tents sprung up on the grounds like vegetables in a rich garden. In describing this activity, the *Journal* said:

"The buildings of the post are red-topped, and they seem even redder in the glow of the late afternoon sun. The blue sky and the rows of new brownish-yellow tents and the spring blossoms on the trees of the grounds give the post the appearance of a work of art, and the white uniforms of the [interned] German sailors in their barricaded quarters seem, from a distance, like tiny specks of white foam in a rough sea.

" 'This is the life, bo,' said one rookie to another Wednesday afternoon as the flag was being slowly lowered for retreat. 'This beats selling hardware to carpenters who don't need tools, and I don't reckon they'll be a-saying now that we're dodging behind some woman's petticoat to keep from picking up a gun. I'm ready for my gun right now.'

"The authorities at Fort McPherson have applied for more tents, more uniforms, more guns, and shipments of these articles are coming in every day.

"Automobiles crowded with mothers arrive at the post every afternoon, and many of the mothers come from far-away towns. The boys who haven't been sleeping in tents and in the quarters of the companies are finding good beds waiting for them in the gymnasium, which is airy and roomy and clean.

"There is not a slacker or a shirker in the large number of rookies that have been sent to the post, and only a very small number have been rejected and sent to their homes. Those who are turned down by Captain Robinson [medical officer] are given transportation to the point where they enlisted.

"The recruits passing through the big front gate at Fort McPherson every morning and afternoon may sometime find their names on the pages of history as heroes of a war. In a few months the crude and unseasoned soldier will be schooled and confident; the wan-faced youth will be ruddy-cheeked, and the frail youngster will be vigorous and strong."[64]

On April 18, word was received at Fort McPherson that it had been selected as one of fourteen sites in the country for the training of applicants for commissions. A couple of days later ten contractors and 1000 workmen were busy on the grounds erecting new wooden barracks and other necessary buildings.[65]

Less than a month later the first contingents of the officers-to-be arrived at the Fort. Each civilian attending the camp occupied a position similar to that of a cadet at West Point. During hours of drill, exercise and study he was under strict discipline. But after work periods his attitude to his instructors was that of one gentleman to another. No student was allowed to leave the camp without permission.[66]

Meanwhile the urgent need for food crops was turning weed and trash burdened vacant lots all over town into vegetable gardens. On April 28, Dr. Claude C. Smith, city bacteriologist and chairman of a cabinet committee on crops, reported more than 65 acres of city-owned lands under cultivation. At Maddox Park eleven acres of corn, a half acre of carrots and one and a half acres of Irish potatoes were under way; at Mozley Park, nine and a half acres of miscellaneous vegetables; at Piedmont Park, five acres of corn, and at the Stockade, some 50 acres of grains and vegetables.[67]

At the same time the two small sons of William T. Healey, owner of the Healey Building, raised a big American flag atop the tall structure. At a signal from their father, the boys, William T., Jr., and Oliver M., dressed in army and navy uniforms respectively, hoisted away and Old Glory floated to the breeze. There were no speechs, no songs—just a flag raising.[68]

The community flag pole at Five Points, designed by Architect Walter T. Downing, was completed in mid-May, coinciding with a visit to the city by General Leonard Wood, and forming the inspiration for one of the most colorful events in Atlanta's history.

On Saturday, May 19, following a great military parade, which marched to the strains of *Dixie* and *It's a Long Way to Tipperary,* a large American flag was raised on the new pole, and General Wood, introduced by Mayor Candler made a stirring speech. The speech, made from a reviewing stand at the flag pole, was keyed to the admonition, "Never Let Another War Catch Us Unprepared."[69]

The parade, which moved from Peachtree and Baker streets to Mitchell Street, was led by Adjutant General J. Van Holt Nash, marshal of the day, together with his staff. Following, in the order named, were the regulars of the Seventeenth Infantry, many of whom had recently followed Pershing across the Rio Grande into Mexico; the Red Men's drum and bugle corps, leading the 2000 men from the officers' training camp at Fort McPherson; the National Guardsmen, so soon to be drafted into the Federal service; the Governor's Horse Guards; the Georgia Military Academy cadets, led by their commander, Colonel J. C. Woodward; the Greencoats of the Yaarab Temple, preceded by their "Million Dollar Band,' playing *The Stars and Stripes Forever,* and led by Drum Major "Bill" Stoddard; the Georgia Tech student body, paying honor to the man (General Wood) who was the father of their intercollegiate athletics and the first "rambling-wreck" that ever crossed an Athens goal line; the Eagles drum and bugle corps, leading the students of Boys' High and the Boy Scouts; the band of the Junior Order of American Mechanics, followed by the Tech High School students, and last, several Red Cross automobiles and the ladies of the National League for Women's Service.[70]

In summing up the great day the *Journal* said on Sunday morning following:

"History was made at Five Points Saturday afternoon, when the greatest parade Atlanta ever saw passed in review before Major General Leonard Wood.

"It was an Atlanta chapter in the greatest volume of history the world has ever known, the pages of which are being written in blood and fire on the battlefields of Europe today.

"What Atlanta's eventual part and what the nation's part in that terrible book will be before 'finis' is written to it, only God knows.

"But at least Atlanta can cherish the knowledge today that she has given her sons a 'God speed' which will go down to future generations as the mightiest demonstration the world war has yet brought forth in the South.

"Some day little children who struggled in the crowd at Five Points yesterday will look back and recall this time with pride, with patriotism and perhaps with sorrow. Even as the grandfather of today recalls the first regiment in gray which marched away for 'Dixie,' so will the grandfather of tomorrow tell of the day when the men of 1917 marched through Five Points before General Leonard Wood. . . ."

Atlantans were quick to respond to a circular issued by the Secretary of the Treasury on May 14, 1917, announcing the first Liberty Loan of $2,000,000,000 in 3½% convertible gold bonds, dated June 15.

(Courtesy Atlanta Historical Society)

Forsyth Street looking north from Marietta, about 1917. Site of old De Give's Opera House, center foreground, now occupied by Palmer Building. Note north approach to old Forsyth Street Bridge in foreground. The double center lane led down to the railroad tracks

Plans for a campaign to make Atlanta a $10,000,000 stockholder of the government by subscription to Liberty Bonds, were laid at a dinner on May 23 of the Presidents' Club at the Piedmont Hotel, by the Atlanta Federal Reserve Bank through M. B. Wellborn, its Board Chairman. The work of selling Liberty Bonds through the six states of the Atlanta Federal Reserve District was placed under the direction of the Atlanta Federal Reserve Bank and the Liberty Loan central committee consisting of William C. Wardlaw, Chairman; Mell R. Wilkinson, J. Epps Brown, Frederic J. Paxon, Ivan Allen, St. Elmo

Massengale, and W. H. Toole, of Winder, Georgia.[71] It might be said in passing that Atlantans supported all of the Liberty Loans generously.

Tuesday June 5 was draft registration day throughout the country. No disorder was reported in Atlanta and Fulton County. Indeed, officials were delighted with the response. Reported the *Journal* that afternoon:

> "With her young men of military age marching to the polls by the thousands to register themselves for Uncle Sam's first army of selective service, it began to look at 2 oclock Tuesday afternoon as if Atlanta was going to establish a record for patriotism among the cities of the United States.
>
> " 'I am delighted at the response that is being shown,' declared United States Attorney Hooper Alexander at noon. 'There has not been a single case of dodging or disorder reported from any part of the state so far. On the contrary, the populace is thronging to the polls as if it were a holiday. It is a wonderful day for democracy.'
>
> "White or black, married or single, sick or well, alien or native born, all men who have passed their twenty-first birthday and who have not yet reached their thirty-first birthday must present themselves today between the hours of 7 A.M. and 9 P.M. . . ."

When the day was over, 19,214 had registered from the city and 2442 from the county.[72] Only one delinquent was reported, a mental derelict residing in the Fourth Ward.[73]

Friday, July 20, was the day set aside for the first drawing of draft numbers from the jury wheel in Washington. The first number drawn, 258, was flashed across the country by telegraph. Men holding that number were the first to be called before exemption boards to determine their fitness for military service. Among the 258's, seven were Atlantans and one a resident of Fulton County. None of them talked of hard luck. They were:

Benjamin W. Brannon, 23, bookkeeper, Beck & Gregg Hardware Company, residence, Oakmont.
William Lester Burdette, 21, of Buckhead District.
Bennie Charnata, 25, a Turk, shoemaker, of 232 Central Avenue.
John Camp, 28, planing mill employee, Georgia Car and Locomotive Company, residence, 83 South McDaniel Street.
Herbert B. Marbury, 28, advertising manager, Fulton Bag & Cotton Mills, residence, 98 Sinclair Avenue.
Timothy Carter, 112 College Street.
Andrew Harris, colored, 138 Martin Street.
Clarence Avery, colored, 254 Jeptha Street.[74]

Members of the First Officers' Training Camp were reminded, tragically, though accidentally on August 8, 1917, of the destructive and lethal power of modern artillery.

Late that afternoon, while at practice near Marietta, and firing shells into the side of Kennesaw Mountain, one shell got away. Apparently it ricocheted, but at any rate it went over the mountain and exploded in the yard of the David Cross farmhouse on the Burnt Hickory Road. Mrs. Lillian Harris, wife of Seth Harris, an L. & N. Railroad brakeman, was instantly killed as she drove out of the yard in a buggy. Three Negro farm laborers, gathered around a large stump in the yard, were killed outright, and a fourth was painfully, though not fatally injured.[75] Though the tragedy was unavoidable, it was a sobering experience for the young officer candidates. To old-timers in the neighborhood it was doubtless a grim reminder of 53 years before, when shells fell like rain in the same neighborhood as the boys in blue failed to dislodge the boys in gray from their stronghold atop Kennesaw Mountain.

On Saturday, September 22, 1917, Atlantans had their first introduction to the military police. Twenty men from Company C of the Seventeenth Infantry, Fort McPherson took quarters in the old gymnasium at police headquarters on Decatur Street. Under command of Captain B. J. Sells, formerly of the local police department, and Lieutenant R. M. Burr, the M.P.s began to patrol the streets in pairs over designated routes. They carried no side arms, but each was provided with a short stick. Their jurisdiction was over military personnel only. That night the new police made their first arrest, a drunk and disorderly private in the Randolph Rose store on Marietta Street.[76]

One of the thorniest problems in connection with the securing of Camp Gordon near Atlanta had been that of a water supply of 2,000,000 gallons a day demanded by the Army. A proposed plant on Peachtree Creek was objected to by army engineers, who insisted upon the same source of supply used by Atlanta. This necessitated the installation of 13 miles of new pipe at an estimated cost of $200,000, and additions to the pumping capacity of the waterworks system. The city simply did not have either the cash or the borrowing power with which to finance these extensions and improvements. Public-spirited citizens came to the rescue.

The Chamber of Commerce, largely through the efforts of E. P. McBurney and J. K. Orr, guaranteed to underwrite the pipe. However, the army engineers accepted the assurance of the Chamber, through President Allen, without demanding the cash. Meanwhile Mayor Asa G. Candler advanced personal funds to the city so that the work might proceed. Through the efforts of the Chamber of Commerce the Legislature voted a special war tax to cover the cost of the water expansion and Mayor Candler was repaid.[77]

By midsummer, 1917, work on the construction of Camp Gordon was going full blast. Indeed, there was more activity in the Cross Keys District of old De Kalb than the district had witnessed since the summer of 1864 when it was traversed by Federal armies en route to Atlanta. Said the *Journal* on July 26:

"A little over a month ago, twelve miles from Atlanta on the Peachtree Road, there was a section of land containing many acres. The land was not out of the ordinary. In fact, it looked the same as the thousands of other rolling acres that surround it. It was hilly to a certain degree, cultivated in places, contained a small house or two and was dotted here and there with clumps of trees. In the background Stone Mountain looked down upon this everyday country scene.

"Today there is a different picture to be seen. The work of man has transformed the calm stillness of a month ago into a place of hustle and bustle such as is seldom witnessed in a lifetime.

"Cornfields have given way to barracks that will shelter Uncle Sam's fighting men, roads have been cut through the hills, spurs of railroad track have been laid, trees have been felled to make way for barracks and mess halls, and 4000 workmen are now engaged in building the army city that soon after

September 1 will be the temporary home of 40,000 or more young Americans—assembled there to be trained for duty on the European battlefields.

"The place is the Gordon cantonment. Atlanta and Atlantans worked hard for this big cantonment and now the first visible signs of the fruits of their labor are to be seen. Already 150 buildings have been completed and others are going up at the rate of eight a day. . . .

"For the most part the work at the cantonment is being done by Atlanta firms under the supervision of army engineers. Lockwood, Greene & Company, engineers, are doing the engineering work; Arthur Tufts has the contract for the construction work; the Russell Electrical Company, the electrical work, and the Farrell Heating Company, the plumbing work.

"All contractors have pooled their interests and are working in the interest of the United States government. They have established offices and commissaries on the grounds and large forces of men have taken up their temporary residence there. . . . Many others commute back and forth to Atlanta on Southern Railway shuttle trains provided for the purpose. . . ."

While Camp Gordon was abuilding, the nearby town of Chamblee experienced a boom. In mid-June the town was a mile in circumference and consisted of one main street, one post office, one depot and two stores. By mid-August forty stores had been built. Several more were planned, in addition to movie theaters and two hotels. The Chambee public safety committee, consisting of Mayor J. W. Walker, W. T. Wallace, C. V. Morris and O. P. Hall pledged themselves to see to it that no undesirable characters be allowed to establish themselves in the town.[78]

On Saturday, August 26, 1917, Major-General Eben Swift, a West Pointer of the class of 1876, a distinguished Texan, designated as the commander at Camp Gordon, arrived in Atlanta. During the day he paid his first visit to the camp and made a hurried inspection in company with Major J. Norman Pease, the officer in charge of construction. Pending completion of his quarters at the post, the General took up residence at the Georgian Terrace Hotel.[79]

Camp Gordon opened its dusty arms to welcome its officer force on August 28. Singly and in groups of two and ten they reported for duty at the little shack on a knoll facing the tracks of the Southern Railway, where General Swift had established his temporary headquarters.

Wrote Ward Moorehouse in the *Journal* that day:

". . . The camp is a picture of utter confusion to the casual visitor. The great cantonment is like a giant's child, all arms and legs beating about in the hot sunshine, as if he was seeking bewildered, to find a place to sit down, and raising a mighty rumpus about it until he could. . . .

"Vehicles of all sorts and sizes thread the dusty streets by the score—a hump-backed farm tractor with wheels as high as cemetery monuments; long-eared mules tugging away at plows and road shovels; high-powered trucks, handsome limousines; flivvers that buzz by with the cocky conceit of pampered poodle dogs; a team of oxen hauling a load of lumber; a motorcycle dashing up the hill with a sputter of cylinders.

"The farm tractor plows through dust inches deep, the trucks throw dust on either side in clouds, the shiny bodies of the limousines are invisible under a dusty coating, the flivvers look like they have rolled in dust, the motorcycle kicks up dust by the bucketful. Even the slow-going mules, when they plant their hoofs in the road, send dust balls in puffs to left and right.

"The wind catches the dust and carries it over the camp, leaving it in sheets on the roofs of the buildings, whisking it down the backs of the men, searing the green leaves of the woods to a dirty yellow. Yet the work goes on; the men wipe their hands and faces and grin; the mules bat the dust from their ears; the buildings grow and grow.

"As you ride on through the camp, you pick out individuals; for this city, half soldier, half civilian, has in its borders now all types. A horse, stationary under a withered oak tree, casting just enough shade to protect the trooper who is on guard there and who stops you and examines your pass, shifting his carbine to his other hand. A darky so old that he grins at you with one tooth, tipping his hat as he plods past with a bucket of water. Carpenters of all ages, color and size; a fat man sitting in a Ford and shouting orders through a megaphone; a young engineer in white duck bent above blue prints; a squad of khaki, tramping past, their hat bands showing they are members of the hospital corps; another file in uniform and out, herded toward tents at the far end, the cooks; colonels so many, majors so numerous, captains in such quantity that you can't throw a brick without hitting an eagle or a gold leaf. They are all there, the rank and the file and the in-betweens. In a few days they will be doubled; in a week or two tripled; before a month is past, quadrupled. And within another few months, they will be gone from the dusty roads and the raw buildings and the city Uncle Sam has built, gone—to France."

Finally, on September 5, Camp Gordon opened its gates to the first of thousands of citizen soldiers. Beginning shortly after 10 o'clock, young southerners from three states—Georgia, Alabama and Tennessee—selected by their country to fight her battles, began to arrive at the cantonment. Soon after their arrival they ceased to be civilians and fell into the military routine with a smile on their lips and a determined gleam in their eyes.

A De Kalb County squad won the honor of being the first to be received, and one of its members, Henry D. Peavy was the first man to register and be assigned to his regiment and quarters. The De Kalb squad was followed closely by Atlanta's first forty-four men, who arrived in a stream of automobiles.[80]

Ever since the Camp Gordon site had been selected and purchased, the matter of public transportation between Atlanta and the camp had been a pressing issue. In early 1917 the street car line was double tracked out Peachtree to Dead Man's Curve at Andrews Drive, and from there it was a single-tracked line to Brookhaven at the De Kalb County line. The Georgia Railway & Power Company was put under tremendous pressure by Atlanta's public safety committee, headed by Mell R. Wilkinson, to extend its line to Camp Gordon. The Southern Railway, because of heavy war demands upon manpower, equipment and fuel, was unable to offer satisfactory local service, while Peachtree Road, unpaved north of the Fulton County line, was a dust bowl in dry weather and a quagmire in wet. The street car extension was mandatory.

Finally, on Tuesday September 25, limited street car service to Nancy's Crossing, at the old Nancy Creek Baptist Church, a half mile south of Camp

Gordon, was begun. The big cars, similar to those being operated on the Marietta and Stone Mountain lines, were put on a twenty minute schedule. The round trip fare was placed at forty cents. By mid-October the line was extended all the way to the camp.[81]

On December 5, 1917, Major J. Norman Pease, a former Tech student, and prior to entering the army, a supervising engineer for Lockwood, Greene & Company, finished his work at Camp Gordon. Since June 22 he had transformed a wilderness of stumps, snags and sentinel pines into a city of 30,000 men. The entire job, including 1400 buildings, had cost Uncle Sam $6,000,000.[82]

The major organizations that trained at Camp Gordon, from its opening in September, 1917, through November, 1918, when the war ended, were the 82nd (Rainbow) Division, 157th Depot Brigade, 514th, 516th, 517th, 518th and 539th Engineer Service Battalions (colored), and the 17th Infantry Brigade.

The total number of men who passed through Camp Gordon during this period comprised 6153 officers and 227,312 enlisted men. Average monthly strength of the camp was 1556 officers and 30,692 enlisted men. The 82nd Division participated in the Lucey and Marbache Defensive Sectors and the St. Mihiel and Meuse-Argonne Offensives.

Commanding officers of the units enumerated above were:

Commanding Generals, 82nd Division.

Major-General Eben Swift, assigned August 25, 1917.
Major-General William P. Burnham, assigned March 28, 1918.
Major-General George B. Duncan, assigned October 4, 1918.

Commanding Officers, 157th Depot Brigade.

Brigadier-General James B. Erwin, assigned August 24, 1917.
Colonel Hunter B. Nelson, assigned November 23, 1917.
Colonel Benjamin J. Tillman, assigned April 19, 1918.

Commanding Officers, Engineer Service Battalions.

514th—Major Sydney L. Smith, assigned March 3, 1918, and Major Lambert Wierda, assigned November 11, 1918.
516th—Major Frederick W. Albert, assigned April 5, 1918, and Major George H. Gray, assigned May 23, 1918.
517th—Major Jacques de Tarnowsky, assigned April 16, 1918.
518th—Major Orie T. Dunlap, assigned April 13, 1918.
539th—Major Henry S. Hackbusch, assigned May 18, 1918, and Captain Henry M. Hedges, assigned September 30, 1918.

Commanding Officers, 17th Infantry Brigade.

Colonel Charles C. Clark, assigned April 16, 1918.
Colonel Melville S. Jarvis, assigned June 15, 1918.
Brigadier-General James A. Ryan, assigned October 11, 1918.[83]

During the Christmas season, on Saturday evening, December 22, 1917, Miss Margaret Wilson, daughter of the President, thrilled an Atlanta audience at the auditorium with pleasing renditions of *Songs of the Allies.* Wrote Isabelle Ormond Thomas, of the *Journal* on this occasion:

". . . While Miss Wilson's voice might not be termed a strong voice her enunciation was so perfect that every word could be plainly heard at the back of the auditorium. Her voice is a light soprano, beautifully trained and under splendid control.

"Both the technical and interpretive side of her singing was well worked out. At times she gave surprising touches of color and feeling. In the group of old English songs the most pleasing was *Where the Bee Sucks,* by Dr. Arne. In *Deep River,* the old negro spiritual, Miss Wilson came very close to her audience. . . . *Le Nil,* a French song, carried an instant appeal to the several French officers who were seated in a box. These gentlemen applauded vigorously as her clear tones wafted French phrases across the house. Tosti's famous *Goodby* came as the closing number on the program. . . . Following the last number *Dixie* was sung as an encore, after which, in a few gracious words the singer invited her audience to join with her in the national anthem. . . . She was accompanied by Mrs. Ross David at the piano. . . ."

The *Journal* caught the spirit of Atlanta's World War I Christmas, when it said, on December 25:

"Atlanta has had one or two white Christmases, many green and red Christmases, but it remained for the year of 1917 to bring to Atlanta and to all the land a khaki Christmas.

"It was the first war Christmas [since 1864], and though it lacked the carefree merriment of yesteryears, the Christmas bells rang a deeper, nobler note; the Christmas fires burned with a keener, purer flame, and the spirit of Christmas was the spirit of hope and grit and prayer, the spirit of America.

"In this home and that a service flag with its lone star or its twin stars or its three hung beside the Christmas holly, and there were few homes where windows did not brighten with a Red Cross placard within the wreath of evergreen. Mother hearts yearned for some in khaki, and some in training camps or 'over there' sent back their whitest thoughts to the homes and the dear ones left behind. It was not a merry, merry Christmas; but never has there been a Christmas when love bound all hearts closer and the Father of all seemed so near and precious.

"On the surface, Christmas day in Atlanta was much as ever. Shops and stores and offices and public buildings were closed, except the post office, which was open until noon, with two mail deliveries in the business section and one in the residence district.

"But beneath the outer crust were a thousand evidences of the new Christmas spirit inspired by the war. Never were there greater opportunities for people everywhere to spread 'good will towad men,' and the people of Atlanta made the most of it.

"Out at Camp Gordon and out at Fort McPherson were companies and companies of soldiers who could not return home for the holiday, and to these, the sick and the homesick were brought what cheer Atlanta could muster.

"Thousands of soldiers spent Christmas Eve and the day in the city. To many of these the only Christmas happiness was a soft pillow in a hotel bedroom, hot running water and a noon hour sleep. Others had not even this, for the hotels were filled to overflowing and, although many an Atlanta family sheltered a soldier beneath its roof, others were forced to walk the streets or to sleep on the floor of the Y.M.C.A.

"The usual Christmas charities prevailed, with a need that was never greater or a response that was never more heart-felt or sincere. The Salvation Army distributed its baskets and had its tree for the kiddies; the Volunteers of America helped hundreds; in the children's ward at Grady Hospital Santa Claus appeared; at the Fulton County tower, at the Federal Prison, at rescue homes and other institutions, Christmas dinners were spread.

"Several of the churches held morning services, others in the evening. Here were voiced prayer after prayer for the soldiers, for the country, for the victory of America and for a speedy peace. . . .

"All in all, it was a Christmas day of deeper moment than Atlanta has ever known, a Christmas day on which in every heart was the spoken or unspoken prayer that the turn of another twelve-month will bring to all a merry, merry Christmas once again."

The war year of 1917 brought to a close the lives of a number of old and well-known Atlanta area citizens. Among the deceased were George Muse, a native of LaFayette, Alabama, founder, in 1879, of the clothing store which still bears his name; Professor Francis M. Agostini, a noted Atlanta dancing master of the 80's, five feet tall, with flashing eyes and a picture-book mustache; the Rev. John W. Roberts, Methodist minister, former pastor of Park Street and Trinity Churches in Atlanta and President of Wesleyan College, 1896-1903; Frank M. Coker, Jr., private banker, a son-in-law of Judge George Hillyer; Solomon Benjamin, well-known Jewish citizen, hat and ice manufacturer, said to have built the first ice plant in the State of Florida prior to his coming to Atlanta; Thomas J. Chappelear, Confederate veteran and an old citizen of the Buckhead District; Warren D. Payne, pioneer citizen, machinist, merchant and soldier of the Confederacy; David W. Appler, division freight agent, Central of Georgia Railroad, with the road since 1869; Cleland K. Nelson, distinguished churchman, a native of Cobham, Virginia, and Bishop of the Atlanta Diocese of the Protestant Episcopal Church since 1892; Frank R. Logan, merchandise broker, a native of White County and a graduate of Washington and Lee University; N. Van Bell, an enthusiastic Railroad Y.M.C.A. worker, one of the oldest engineers on the W. & A. Railroad, who dropped dead on the Whitehall Street viaduct an hour before he was due out with the Rome Express; George M. McKenzie, President of the McKenzie Trust Company; Cliff W. Ansley, relator, a brother of E. P. Ansley, developer of Ansley Park; Dan B. Harris, native Virginian, beloved citizen and noted fire insurance man; Thomas M. Taylor, born in Fort Stanley, Canada, a pioneer Atlantan long known as the "scale expert"; Julius M. Alexander, old-time hardware merchant, born in Athens, Georgia, son of ante-bellum Atlanta druggist Aaron Alexander; Dr. Frank Holland, native of New Orleans and a prominent dentist; Dr. Amos Fox, previously noted; Captain Lucius J. Harris, originally of Madison, Georgia, drummer boy in the Panola Guards, C.S.A., and a veteran Central of Georgia conductor; Louis Gholstin, a native of near Warsaw, Poland, Confederate soldier, an organizer of the Atlanta Freight Bureau, and President of the Gholstin Spring & Mattress Company; Calvin C. Archer, a resident since 1854 and a skilled machinist; James Richard Gray, editor and chief owner of the *Atlanta Journal,* a native of Adairsville, Georgia, and a former lawyer, a son-in-law of the late Walker P. Inman; Major Nathan

Lyon, Confederate soldier, given up for dead on the field of Shelbyville, a brigadier general, United Confederate Veterans, and a son-in-law of the late Judge Clark Howell.[84]

Others were Charles E. Sergeant, born in Rochester, New York, prominent railroad ticket and passenger agent; Mirabeaux L. Collier, master mechanic, W. & A. Railroad for 30 years and a son of the late Judge John Collier; John H. James, 87, the farmer's son from Henry County, who became a noted ante- and post-bellum private banker, large property owner and mayor of Atlanta; Isaac B. Pilgrim, known as "Uncle Ike," the oldest printer in the city and a son of pioneer Atlanta City Sexton, Green A. Pilgrim; Dr. Howard Lee Crumley, beloved Methodist minister and Agent of the Decatur Orphan's Home from 1890 to 1912; Lewis W. Thomas, law partner of ex-Mayor C. S. Winn, and former solicitor of the city criminal court; Captain John C. Hendrix, born in Dawsonville, Lumpkin County, Confederate soldier, former city councilman and a prominent real estate man who had much to do with the development of the pre-fire North Boulevard section; William Rich, died in Nashville, Tennessee, a former Atlanta merchant and older brother of Morris, Emanuel and Daniel Rich, of the noted department store; W. C. Henderson, a merchant at what came to be known as "Henderson's Crossing" in South Atlanta for nearly 40 years; Dr. Henry L. Wilson, born in Danville, Virginia, and a resident of Atlanta since 1853, physician, Confederate army surgeon, former Fulton County commissioner and long-time partner with Frank P. Rice in the real estate business; Oscar Poppenheimer, widely known local musical authority and furniture manufacturer; William C. Daniel, a native of Heard County and founder of the well-known clothing firm of Daniel Brothers; Thomas E. Veal, first chief of Atlanta's sanitary department; General Andrew J. West, distinguished Confederate soldier and a noted real estate man; Charles E. Currier, prominent bachelor banker, previously noted; Thomas Moore Clarke, 89, the dean of Atlanta hardware merchants, born at the Sand Hills, Augusta, Georgia, a resident of Atlanta since 1852 and a son-in-law of pioneer settler Richard Peters; Dr. Basil M. Woolley, originally of Perry County, Alabama, member Wheeler's Cavalry, C.S.A., and long known for his services in the relief of drug addicts; Dr. George Newton Flowers, a pioneer citizen of Doraville and long-time postmaster of the community; Marcellus M. Anderson, an affable and popular local politician and fraternal order man; Colonel Frank Haralson, one of the oldest members of the Atlanta bar and former State Librarian, fatally injured by a street car at South Pryor and Alice streets; Morton Smith, assistant managing editor of the *Journal,* a beloved newspaper man, who won national recognition as correspondent for the *Journal* in Cuba during the Spanish-American War; Grant Wilkins, born in Liberty County, a noted engineer and bridge builder and member of the Confederate Army Signal Corps; Captain William H. "Tip" Harrison, beloved Confederate veteran, an Annapolis classmate of Sampson and Schley of Spanish-American War fame, writer, orator, secretary of the building committee of the Atlanta Soldier's Home, member of the commission that erected the State Capitol Building, and secretary to Governors McDaniel, Northen and Gordon; John D. Wing, of an old Roswell family, wholesale tobacconist and long an official of the Frank E. Block Company, and Mrs. Francina Cameron Austell, widow, since 1881, of General Alfred Austell, a resident of Atlanta since 1858 and last of the prominent pioneers residing on Marietta Street between Forsyth and Spring streets. She died in the house wherein she had lived since 1865, and where, during the same year, General Austell had founded the Atlanta National Bank.[85]

At 6:30 P.M., Tuesday, February 13, 1917, in her home at No. 6 Line Street, now Hillyer Place, Decatur, died a little old lady of nearly 90, in whose honor and that of her father, Atlanta, from 1843 to 1845, was officially named Marthasville. Though she had spent most of her life at Athens, in her father's old home, now on the University of Georgia campus, she had lived to see the little village that once bore her name grow into a thriving metropolis. To it she was brought for the sleep that knows no awakening.[86] On the south side of the Hunter Street drive in Oakland Cemetery not far from the gate, a large block of granite is inscribed to her memory, as follows:

IN THIS SPOT SET APART BY THE CITY IS BURIED
MARTHA LUMPKIN COMPTON
AUGUST 25, 1827—FEBRUARY 13, 1917
WIFE OF
THOMAS M. COMPTON
DAUGHTER OF
GOVERNOR WILSON LUMPKIN
AND HIS WIFE
ANNIS HOPSON LUMPKIN
IN HONOR OF THIS LADY ATLANTA WAS
ONCE NAMED MARTHASVILLE

NOTES—CHAPTER 95

[1] Candler, *Asa G. Candler,* 321.
[2] *Atlanta Journal,* July 19, 1916.
[3] *Ibid.*
[4] Candler, *Asa G. Candler,* 321-322.
[5] *Ibid.,* 322; *Atlanta Journal,* July 25-31, 1916.
[6] Candler, *Asa G. Candler,* 322.
[7] *Atlanta Journal,* Aug. 16, 1916.
[8] Quoted, Candler, *Asa G. Candler,* 322.
[9] *Ibid.,* 322-323; *Atlanta Journal,* July 25- Aug. 24, 1916.
[10] *Atlanta Journal,* Aug. 25, 1916.
[11] *Ibid.*
[12] *Ibid.*
[13] *Ibid.; City Directory,* 1916.
[14] *Atlanta Journal,* Dec. 7, 1916.
[15] Candler, *Asa G. Candler,* 324-325.
[16] *Atlanta Journal,* Jan. 2-3, 1917.
[17] Candler, *Asa G. Candler,* 327-328.
[18] Cooper, *Fulton County,* 711.
[19] *Atlanta Journal,* Nov. 9, 1917.
[20] *Ibid.,* Dec. 7, 1917.
[21] *Ibid.,* May 21, 1917; Medora Field Perkerson, "Last Chimney From 1917 Fire," *Atlanta Journal Magazine,* May 25, 1930.
[22] It was thought, though never definitely established, that this fire caught from an ember blown across the Georgia Railroad and adjacent streets from the Woodward Avenue fire.

[23] Perkerson, "Last Chimney From 1917 Fire," *loc. cit.;* Willard Neal, "The Big Fire," *Atlanta Journal,* May 17, 1942.

[24] *Atlanta Journal,* May 22, 1917.

[25] Willard Neal, "The Big Fire," *loc. cit.*

[26] Compared to an estimated 3400 houses destroyed in 1864 within the city limits as a result of the war. Reed, *Atlanta,* 206.

[27] "Assistant Chief Parker Gives Story of City's Greatest Fire," *Atlanta Constitution,* Nov. 20, 1932.

[28] Perkerson, "Last Chimney From 1917 Fire," *loc. cit.*

[29] *Atlanta Journal,* May 22, 1917.

[30] *Ibid.*

[31] Willard Neal, "The Big Fire," *loc. cit.*

[32] Perkerson, "Last Chimney of 1917 Fire," *loc. cit.*

[33] *Atlanta Journal,* May 23, 1917.

[34] A survey, made in May, 1930, by Medora Field Perkerson disclosed one lone chimney from the 1917 fire, then standing on Pine Street between Bedford Place and Jackson Street. It has long since disappeared.

[35] *Atlanta Journal,* Nov. 26, 1916.

[36] *Ibid.,* Aug. 19, 1917.

[37] *City Directory,* 1918.

[38] The building is now occupied by Gordon Foods, Inc.

[39] *Atlanta Journal,* Feb. 27, 1917.

[40] City directories, 1918-1926.

[41] *Atlanta Journal,* Aug. 23, 1917.

[42] *Ibid.,* Feb. 15, 1917.

[43] *Ibid.,* Mar. 28, 1917.

[44] *Ibid.,* July 12, 1917.

[45] *Atlanta Journal,* Dec. 2, 1917; *Atlanta Constitution,* Feb. 13, 1934.

[46] Cooper, *Fulton County,* 808-811.

[47] Mrs. Rinehart's eldest son, age 20, was then in training camp at Harvard.

[48] Thomas M. C. Bram, lunches 32 Marietta, res. 437 S. Pryor—*City Directory,* 1918.

[49] *Atlanta Journal,* Nov. 4, 1917.

[50] *Ibid.,* Nov. 5, 1917, *et seq.*

[51] *Ibid.,* Nov. 30, 1917.

[52] *Ibid.,* Jan. 1, 1918.

[53] Cooper, *Story of Georgia,* III, 464; Williams, *Ivan Allen,* 130.

[54] Cooper, *Story of Georgia,* III, 464.

[55] *Atlanta Journal,* May 24, 1917.

[56] *Ibid.,* June 1, 1917.

[57] *Ibid.,* July 16, 1917; Williams, *Ivan Allen,* 130.

[58] Williams, *Ivan Allen,* 131.

[59] *Atlanta Journal,* Mar. 13, 1917.

[60] *Ibid.,* Apr. 4, 1917.

[61] *Ibid.,* Apr. 6, 1917.

[62] *Ibid.,* Apr. 9, 1917.

[63] *Ibid.,* Apr. 16, 1917.

[64] *Ibid.,* Apr. 19, 1917.

[65] *Ibid.*

[66] *Ibid.,* May 11, 1917.

[67] *Ibid.,* Apr. 28, 1917.

[68] *Ibid.*

[69] *Ibid.,* May 20, 1917.

[70] *Ibid.*

[71] *Ibid.,* May 24, 1917.

[72] *Ibid.,* June 6, 1917.

[73] *Ibid.,* June 7, 1917.

[74] *Ibid.,* July 20, 1917.

[75] *Ibid.,* Aug. 9, 1917.

[76] *Ibid.,* Sept. 22-23, 1917.

[77] Cooper, *Fulton County,* 380; Williams, *Ivan Allen,* 131; Candler, *Asa G. Candler,* 329-330.

[78] *Atlanta Journal,* Aug. 22, 1917.

[79] *Atlanta Journal,* Aug. 26, 1917.

[80] *Ibid.,* Sept. 5, 1917.

[81] *Ibid.,* Sept. 21, 1917.

[82] *Ibid.,* Dec. 9, 1917.

[83] Cooper, *Story of Georgia,* III, 466-467.

[84] "Garrett's Necrology."

[85] *Ibid.*

[86] *Ibid.; Atlanta Journal,* Feb. 14, 1917.

CHAPTER 96

1918

ATLANTA faced the New Year with firm stride and with eyes toward the front.

New Year resolutions of well-known citizens showed a general centiment of united purpose to help one another and, above all, to help win the war.

The resolutions ranged from facetious to serious, but back of all, as they were expressed to the *Journal,* lay an inspiring determination that showed a common temper and a unity of purpose greater than ever before.

The resolutions had throughout the tang of service—service for country and service for individuals.

Governor Hugh M. Dorsey's resolution was: "To do the best I can under all circumstances."

Mayor Asa G. Candler:

"There will be just as much time in the year 1918 as in any other year, and it is my resolution to utilize every minute of that time to the best possible advantage for the public good. To be careful not to use any time to prevent anyone else from using their time to the best advantage. To use no time nor effort in avenging an imaginary or real injury. In my opinion there was never a time when such a resolution could be better carried out by everybody."

Ivan E. Allen, retiring president of the Atlanta Chamber of Commerce resolved:

"Not to say one word about peace, to constantly talk fight and to resolve that if there is any peace talk it should come from President Wilson."[1]

Several new members of council were elected in 1917 to serve with Mayor Candler in 1918. They were:

Aldermen:

Second Ward, Harvey Hatcher, lawyer.
Sixth Ward, Irving F. Styron, retail grocer.
Ninth Ward, Warren D. White, retired.

Councilmen:

First Ward, Tandy A. Conger, live stock dealer.
Second Ward, Albert H. Martin, restaurant operator.
Third Ward, Charles L. Chosewood, confectioner, Grant Park.
Fourth Ward, Claude L. Ashley, chief engineer, Atlanta Ice & Bottling Company.
Fifth Ward, W. Leonard Bell, machinist.
Sixth Ward, Ed T. Mincey, dentist.
Seventh Ward, Jesse N. Landers, contractor.
Eighth Ward, William D. Hoffman, representative, Otis Elevator Company.
Ninth Ward, John L. Carpenter, real estate.
Tenth Ward, Fletcher E. Maffett, automobile salesman.[2]

By Act of the Legislature, approved August 8, 1918, a long-standing provision of Atlanta's charter, which prohibited councilmen and aldermen from succeeding themselves, was stricken. In lieu thereof, it was enacted that "the councilmen and aldermen of the City of Atlanta may succeed themselves without limitation just so long as the people may see fit to elect them."[3]

Atlanta's ministerial officers for the critical war year of 1918 were:

Recorder, George E. Johnson
Clerk, Walter C. Taylor
Comptroller, John H. Goldsmith
Tax Collector, Frank F. Smith
Tax Assessors, C. D. Meador, John N. Malone, William Hancock
Marshal, James M. Fuller
Treasurer, Thomas J. Peeples
Building Inspector, Charles J. Bowen
License Inspector, C. L. Wooddall
Chief of Construction, Henry L. Collier
Engineer in Charge of Sewers, Clark Donaldson
Engineer in Charge of Streets, C. S. Robert
Electrician, R. C. Turner
Attorney, James L. Mayson
Warden, Thomas Evans
Collector of Street Improvement Bills, Edward White[4]

Before the year was out, two of these officials were dead, and one, the dean of Atlanta's official family, had resigned.

Thomas Evans, warden for many years, a bachelor, and a prominent fraternal order man, died on March 6. On March 18, Council appointed his assistant, Miss Elizabeth Ivy, a modest and retiring little woman, to the position. It was the first time in Atlanta's history that a woman had been officially designated as the head of a ministerial department.[5]

John H. Goldsmith, 83, who came to Atlanta shortly after the War Between the States, had had a hand in city affairs since 1873, when he became a member of council from the old Fifth Ward. After his term expired he became successively city treasurer and city clerk. In 1889, when the office of comptroller was created, he was elected to the office. He had never been defeated for reelection. Indeed he was seldom opposed. After 45 years of service to the city, and largely because of failing eyesight, he retired in May, 1918. He was succeeded by B. Graham West, for six years chief clerk in the office.[6]

City Marshal James M. Fuller, a native Atlantan, prominent Mason and Shriner, and a former city fireman, died on November 13, 1918, after eight years in office. He was succeeded by Walter E. Harwell, a former grocer.[7]

Back in the 1840's fire fighting in Atlanta was confined to bucket brigades. With the advent of the first volunteer fire company in early 1850, fire apparatus appeared on the local scene. From that time until well into the decade of the 1870's, this apparatus was pulled through the streets manually. Then came the day of the horse, probably the most colorful period of fire fighting. The galloping steed reigned supreme in Atlanta's fire department until the day in 1912 when Chief W. B. Cummings made his appearance in a handsome red automobile. About the same time automotive equipment was purchased for the then new Station No. 12 at De Kalb and Moreland Avenue. The handwriting was on the wall for the faithful fire horse. Motorized equipment was gradually added. The great fire of May, 1917, expedited the matter. One year later, in May, 1918, the curtain fell. From thenceforth the passage of fire engines through the streets of Atlanta was to be marked by the roar of gasoline motors instead of the thunder of horses hoofs. Said the *Journal* on May 22, 1918:

> "Partially draped in banners bearing Red Cross slogans, the fourteen new units of motor apparatus which have just arrived for the Atlanta fire department, were presented to the public for the first time Wednesday afternoon [May 22] at 3 o'clock, when they were paraded through the downtown streets with Mayor Candler, Fire Chief Cody and members of the general council occupying seats beside the drivers.
>
> "The parade had a two-fold purpose—that of giving Atlanta the opportunity of seeing the apparatus which will replace the horse-drawn apparatus altogether, making the Atlanta fire department completely motorized, and also to add stimulus to the campaign for the Red Cross second war fund.
>
> "The apparatus is fresh from the New York factory and bears a shining coat of red varnish. The wheels are painted yellow. The parade made a deep impression on those who saw it. In fact every one was highly pleased over the arrival of the apparatus, with the exception of the horses, and they seemed to know intuitively that the days of 'Old Dobbin' in the fire department of Atlanta were ended. The horses will be used in either the sanitary or streets department, or sold.
>
> "A peculiarly significant coincidence is the fact that the motorization of the Atlanta fire department was completed on the first anniversary of the big fire which destroyed such a large area in the northeast section of Atlanta.
>
> "The route traversed by the parade was from fire headquarters on Alabama Street to Broad Street; south on Broad to Mitchell; down Mitchell to Whitehall, thence north to Peachtree Street; out Peachtree to Ivy; south on Ivy to Edgewood Avenue to Marietta Street, and thence to the city hall where it ended."

A colorful and exciting era had passed into history. As late as 1933, one of the old fire horses, *White Sox,* age 34, was still alive, living a life of ease on the estate of J. R. Bachman, 2646 Alston Drive, East Lake.[8]

Shortly before the fire horse bowed out in Atlanta, the citizens of the neighboring town of Stone Mountain were called upon for a vigorous exhibition of bucket-brigade fire-fighting techniques.

During the early morning hours of January 2, 1918, fire broke out in the H. C. Tuggle Drug Company's store, and before the blaze could be brought under control more than half of the main business block had been destroyed. Only a tireless four-hour effort by scantily clad bucket-brigades saved the Granite Block, the telephone exchange and other business buildings. Among the structures destroyed were the Stone Mountain Bank, Masonic Temple, McCurdy Building, a livery stable, a cottonseed warehouse and two blacksmith shops. The town jail was damaged. It was the worst fire in Stone Mountain's history.[9]

Several well-known Atlanta buildings, begun in 1917, were completed in 1918. Among them were the Transportation, now Western Union Building, at Marietta and Forsyth streets, on the site of the old State Capitol; the Cecil, now Atlantan Hotel, at the northeast corner of Luckie and Cone streets, since enlarged and remodeled, and the Southern Railway's Peachtree, or Brookwood Station. The latter was opened at midnight, Sunday, March 17, 1918, in charge of Winston E. Gaines, formerly head ticket seller at the Terminal Station. This friendly gentleman continued in charge of Peachtree until his retirement 34 years later in 1952.[10]

One year after Atlanta's great fire of May 21, 1917, Ward Greene, writing for the *Journal* on May 19, 1918, described the burned area:

". . . The morning after the big fire the northeast residence section was a desert of gray ashes, fallen telephone poles, loose wires and gaunt chimney tops that grinned down in jagged rows. Refusing all help from outside sources, Atlanta took care of her fire sufferers herself and told the world that the burned district would be rebuilt without delay.

"Today, a year after the recent fire, that process is going on. It is true that so far progress has been slow. Materials are high, labor scarce, and there has been no organized plan of rebuilding. But here and there throughout the burned district, from the show grounds north to Ponce de Leon, are rising the roofs of apartments, churches, schools, stores and homes. Within another year, if the rebuilding goes on as planned, there will be small trace of the burned district left.

"The churches were among the first to start rebuilding. It was a strange thing that the fire in its freaks skipped every schoolhouse in the path of the flames, but caught all the churches. North Boulevard School, Morris Brown College, North Avenue School, Forrest Avenue School, all in the fire area, escaped; but Grace Methodist Church, Jackson Hill Baptist and Westminster Presbyterian, plus several negro churches, were laid in ruins.

"Today Grace Methodist has erected a $30,000 Sunday School building of brick at 302 Ponce de Leon Avenue, and is planning its main church edifice for that site. The Jackson Hill Baptist Church has built a two-story and basement brick church at 20 East Avenue, while the Westminster Presbyterian Church has a first-class temporary building that cost $10,000 at the [southeast] corner of Ponce de Leon and Boulevard. Several of the colored churches have also been rebuilt.

"Building operations so far in the burned district indicate that it will largely be a community of apartment houses. One of the first building permits to be taken out after the fire was on June 28, for the $75,000 Knight apartment at [the northwest corner] of Jackson Street and North Avenue. This is the most pretentious edifice yet erected in the burned area. It had been built but a comparatively short time before the fire destroyed it, and after the fire Lucian L. Knight immediately set about rebuilding it. The apartment is a three-story white brick structure, one of the most elaborate in the city. . . ."

For the next two or three paragraphs Mr. Greene enumerates various individual apartments and their builders, including a number by the Massell Realty Company, headed by the still indefatigable builder, Ben J. Massell.[11] The article continues:

". . . Along the streets intersecting North Boulevard and North Jackson—such as East Avenue, Wabash Avenue, North Avenue, Linden, Pine, Boulevard Terrace, Boulevard Place, and others—many dainty bungalows are in the process of construction, and it appears that nearly all of these streets will soon be filled, if anything, with more homes than they boasted before.

"Stores also have their place in the rebuilding scheme. Mrs. Pauline H. Crane is building a $7000 brick store at 303 Ponce de Leon Avenue. The F. O. Stone Baking Company erected a $40,000 factory at Highland and Dunlap, near the beginning of the fire district. A number of automobile filling stations have also been placed. But, of course, drug stores, grocery stores, and the like, which naturally follow the people are in the main yet to come.

"The negro section of the burned district has built up even faster than the white. Here, too, the apartment house seems to prevail. Along certain of the negro streets formerly occupied by buildings that were little better than shacks, now are clean, new, bright apartments of which the tenants are very proud."

One of Atlanta's finest retail stores for a period of 65 years was the Chamberlin-Johnson-DuBose Company. This venerable carriage-trade department store had its inception in October, 1866, when Edward P. Chamberlin, Moses Cole and Charles E. Boynton opened in a space 25 by 100 feet in Rawson's Building, southeast corner Whitehall and Hunter streets, as Chamberlin, Cole & Boynton. The young clerk, who opened the first dry goods box received by the firm was Henry S. Johnson. At the end of two years Mr. Cole retired, after which, for two years, the firm name was Chamberlin & Boynton. In 1870 young Mr. Johnson became a partner and the style of the firm was changed to Chamberlin, Boynton & Company.

In 1883, Mr. Boynton retired on account of ill health, and Edwin R. DuBose, a native of Washington, Georgia, long connected with the firm, was admitted to partnership, the name being changed to Chamberlin, Johnson & Company. In 1896, three years before Founder Chamberlin's death, the firm name became Chamberlin-Johnson-DuBose Company.[12]

The store continued to grow, both in size and prestige. Then, after 52 years on the original site (now the site of the J. M. High Company), Chamberlin's moved exactly 60 paces south to a brand new, completely modern five-story building. The new store was opened on Monday, May 13, 1918. On the day before, President Johnson made a simple announcement: "We open Monday morning. We will be glad for our friends to come to see us."[13]

As the doors opened to admit the many friends who did come, Mr. Johnson received a beautiful floral design, accompanied by the following letter:

"Mr. H. S. Johnson, Sr., President,
Chamberlin-Johnson-DuBose Company.

"Dear Sir: The Whitehall Street stores represented by the names at the close of this letter, desire to extend to you and your associates their heartiest and most sincere congratulations upon the inauguration of a new era in your organization incidental to occupying your new and modern building.

"The name of Chamberlin-Johnson-DuBose Company is a synonym for courtesy, efficiency, service and public-spiritedness. The community is to be congratulated in having such a fine establishment in its midst. The spirit of your employees is unexcelled, while you yourself are recognized as dean of the dry goods interests and loved and respected accordingly.

"Please accept the accompanying flowers. They come with our best wishes for the success of your new enterprise, with our congratulations as citizens, as well as fellow-merchants, upon your evolution to new and larger quarters, and lastly, but not least, with the affection of the members of each individual organization represented below. We are,

Fraternally yours,

J. M. High Co.
Keely Co.
M. Rich & Bros. Co.
J. Froshin
J. Regenstein
J. P. Allen Co.
Davison-Paxon-Stokes Co."[14]

Chamberlin's new store became the envy of merchants in Atlanta as well as over the southeast, for indeed, it was the most modern store in the region. Yet, thirteen years later, in 1931, the grand old firm closed its doors forever, a victim, ostensibly, of the depression. By this time the old management was gone. Mr. DuBose had died in 1923; Mr. Johnson in 1925. It is entirely possible that the 1918 move was made in the wrong direction. During the 1920's Whitehall Street was losing its long preeminence as the retail center for the carriage trade. When Chamberlin's failed, Davison's, Allen's, Regenstein's and Froshin's had already moved to upper Peachtree. Even Rich's had deserted Whitehall in favor of Broad and Alabama streets. And it might be noted in passing, that in 1932, the Keely Company, founded in 1866 and long noted for its fine silks, closed its doors. Located at the northeast corner of Whitehall and Hunter streets, it had been a close neighbor to its recently deceased competitor for 65 years. The old glory of Whitehall Street was passing away.[15]

The feasibility of air mail service had its first test in America as early as May, 1918, when the army and the Post Office Department cooperated in setting up an experimental route between New York and Washington. After a few months the service was discontinued, as the course was too short to pay well.[16]

Two months prior to this first attempt at air mail service, Atlanta was alert to the vast possibilities of such an innovation. In early March, 1918, William H. White, Jr., President of the White Provision Company and of the Chamber of Commerce, appointed a permanent committee, headed by Lindsey Hopkins, a local air "fan," to look into the matter of air mail service for Atlanta. Said the *Journal* on March 5:

"In order to place Atlanta in a position where she will be among the very first of American cities to secure the benefits of airplane mail service when the war is over, W. H. White, Jr., president of the Chamber of Commerce, will appoint a permanent committee in the next few days to work out complete data on the subject.

"This committee will ascertain the size and kind of a landing field needed for aviators carrying mail, the size and kind of fields available near Atlanta, and the probable cost of securing the use of such fields and putting them in shape for use when needed.

"Mr. White is enthusiastic over the great future of the airplane in time of peace. He regards it as absolutely certain that airplane mail lines will be established in this country and all other countries immediately after the war. He has reason to believe that enterprising cities which had the foresight to get their fields ready in advance, will be the first to secure the benefits of this superlatively fast and up-to-date transmission of important business letters.

" 'The flying machine,' said Mr. White, 'has been developed more rapidly by the stress of war than probably any other invention in the world's history. The development of the automobile was a wonderful thing before the war, but the flying machine has gone ahead by leaps and bounds in much shorter time. . . .'

"Our government will come out of the war with probably a greater number of flying machines and trained aviators than any other belligerent. The natural and logical move, when peace is declared, will be to employ these machines and flyers in carrying fast mail. The cities which have built their landing fields will naturally be the first to get this mail service. We want to start early, keeping pace with our famous slogan, 'Atlanta Always Ahead.' . . ."

Despite the vision and activity of Messrs. White and Hopkins, it was to be nearly a decade before the first regular air mail service was inaugurated to and from Atlanta. This epoch-making event occurred on September 15, 1926, when, by virtue of a contract between the Post Office Department and the Florida Airways, Inc., service was begun between Atlanta, Macon, Jacksonville, Tampa, Fort Myers and Miami. It was discontinued on December 31 of the same year because of the small volume of mail carried. No fields were equipped for night flying at the time and it was found that daylight flying could not advance the mail in all cases over the night train schedules.[17]

For a short time Atlanta was without air mail service. Meanwhile, however, the Department of Commerce was at work, establishing emergency landing fields and erecting beacon lights for night flying. Finally, on May 1, 1928, Pitcairn Aviation, Inc., began regular night mail flights to New York and points east, arriving and departing from Candler Field, formerly the old auto speedway near Hapeville. During the same year air mail service to New Orleans, Chicago and Miami became effective.[18]

Other routes were subsequently established. Patronage grew by leaps and bounds. By 1951 air mail handled in Atlanta amounted to 3,791,875 pounds—eighth among the cities of the United States in volume.[19]

By far the most interesting and exciting local football game of the 1918 season was the annual tilt between Boys' High and Tech High, then and for many years after, arch rivals. Wrote Morgan Blake:[20]

" 'If the Kaiser had seen a football game over here like the one we saw today [Saturday, November 30] he never would have sunk the Lusitania.'

"The speaker was Howard Berry, America's greatest college athlete, and he was referring to the Boys' High-Tech High game of which he was a most interested spectator.

" 'I never saw two teams fight as hard as these boys did today,' said Howard. 'It was one of the best games of football I ever saw.'

"Howard was right. The prep school game was the best of the local season. It was fast and furious and tough, but it was a clean game. And Boys' High won, 13 to 0.

"After three years of defeat it was left to Jerry Albright and 'Dare Devil' Collings to lead the Boys' High School out of the wilderness and into the promised land.

"Tech High went down with her boots on. The Junior Smithies fought tooth and toenail, and in the last quarter they had their opponents continuously on the defensive. Once they were in 10 yards of a touchdown, and a minute later within 5 yards. But they did not have the final punch to put it over. There were no Joe Gastons in the lineup to 'carry on' through the goal posts, and Boys' High turned them back each time.

"To the great generalship of Captain Nevin, the fierce line plunging of Dave Collings, the capture of a long forward pass by John Slaton, which put the ball in striking distance for the first touchdown, and the brilliant run of Jerry Albright for the second touchdown after intercepting a forward pass, goes the credit for the triumph.

"Robbed of the fruits of victory last year by an unfortunate fumble by John Knox [a stellar fullback for Oglethorpe during the 1918 season], the Boys' High gladiators entered into the fray Saturday with a dash and determination that swept the Junior Smithies off their feet. Just as the first quarter was ending a fierce drive was started, that culminated in a long forward pass to John Staton, which put the ball on Tech High's twelve-yard line. The quarter ended here. Starting the next quarter on the twelve-yard line, Dave Collings carried it over in three rushes. The goal was missed.

"Tech High rallied after this and taking the ball on the kickoff rushed it to the middle of the field, where Barton Cole tried a forward pass. Albright intercepted it and dashed 55 yards for a touchdown. Station kicked goal.

"After this there was no more scoring and in the second half the Tech High team had Boys' High chiefly on the defensive.

"One of the best individual exhibitions of end playing the writer has ever seen was given by Elkin Vogt, of Boys' High. Although handicapped by an injured hand he didn't let that worry him at all. His tackling was of the fierce and deadly brand. He spilled everything that came his way. He never missed a tackle and he hit 'em low and hard. John Malone also played a wonderful game at end for Tech High.

"Boys' High closed a most successful season, winning every game played and piling up 106 points to 7 for their enemies. Much of the credit for the winning season must go to Coach G. B. Crawford, who put a punch and drive in the Boys' High team they have not had in years. The undisputed city champions and with a good claim for state honors, the Boys' High team has certainly had a most successful season, and the sporting editor of the *Journal* congratulates the players and coach with all his heart."

At the same time the *Journal,* through sports writer Frank Taylor, nominated an All-Local Prep Team for the 1918 season.[21]

Name	*Position*	*Team*	*Weight*	*Age*
Frank Wilson	Center	T.H.S.	163	17
Walter Withers	Guard	T.H.S.	155	17
Kenneth Barnes	Guard	B.H.S.	183	17
John Staton	Tackle	B.H.S.	178	16
Joe Bennett	Tackle	T.H.S.	168	17
John Malone	End	T.H.S.	152	17
Elkin Vogt	End	B.H.S.	142	17
Henry Nevin	Quarter	B.H.S.	153	17
Barton Cole	Halfback	T.H.S.	150	17
Richard Hartley	Halfback	G.M.A.	160	18
Dave Collings	Fullback	B.H.S.	175	17

The State of Georgia took a long and needful step forward in 1918 when, by Act of the Legislature approved August 20, a State Department of Archives and History was created.[22]

The measure establishing the new department was enacted after a strenuous fight in the house, following a personal difficulty between Dr. Lucian Lamar Knight, for some time past acting as state compiler of records, and Representative Seaton Grantland, of Spalding County. It was finally put through with only eleven adverse votes.[23]

The legislation came not a moment too soon. According to testimony produced in the committee room, Georgia's official archives had been exposed to great peril. Not a few records had actually been fed to the furnace in the capitol basement. Not long before a document had been rescued from a trash heap for which the W. & A. commission had long been in search. It involved titles to property worth thousands of dollars.[24]

Dr. Lucian L. Knight, an historical writer of note, was elected Director of the newly created department for a term of six years, beginning January 1, 1919.[25] When his term expired he was succeeded by his long-time assistant Miss Ruth Blair.

It was during Miss Blair's long tenure that the heirs of Amos G. Rhodes, his son, Joseph D., and his daughter, Mrs. Louana Rhodes Bricker, in May, 1929, tendered to the State their late father's great stone mansion on Peachtree Street opposite the north end of Peachtree Circle, as a permanent depository for the State's archives and historical records. The fee simple gift was officially accepted by the General Assembly and Governor L. G. Hardman upon behalf of the State on August 12, 1929. Since that time "Rhodes Hall," as it came to be known, has been official headquarters of the State Department of Archives and History.[26]

Miss Blair left the Department in 1937 to become Executive Secretary of the Atlanta Historical Society, and was succeeded by Mrs. James E. Hays, of Montezuma, Georgia. Following her death in 1951, the present incumbent, Mrs. Mary Givens Bryan, for many years an assistant to both Miss Blair and Mrs. Hays, was named Director. She ably carries on the work begun by her predecessors. The State's official records are no longer "in great peril."

Between mid-September and mid-November, 1918, the entire country was swept by an exceedingly severe epidemic of Spanish influenza. Particularly hard hit were army camps all over the nation. Indeed, on October 2-3, at the height of the epidemic, 12,000 cases were reported among soldiers alone. Between September 12 and November 1, one soldier in five had had influenza. There were 19,429 deaths among the troops.[27]

Camp Gordon, near Atlanta, was struck violently, particularly during October. Deaths were a daily occurrence, and at times, coffins were stacked like cordwood awaiting shipment to towns in Georgia, Alabama and Tennessee from whence the deceased soldiers came. As a precautionary measure, on October 7, roofless nights were decreed, the soldiers being required to sleep securely wrapped up under the stars. Visitors were confined to close relatives, no men were allowed to visit Atlanta without special passes, and gauze masks became standard equipment.[28]

But the epidemic was not confined to the military. The civilian population was hard hit, too, as the local death certificates for the period grimly testify. On Monday, October 7, by order of the board of health all schools, libraries, theaters, motion picture shows, dance halls, churches and all other places of public gatherings in Atlanta were closed. Street cars were ordered to be operated with open windows except in case of rain.[29]

As the epidemic eased, in late October, these bans were lifted on Sunday, the 27th, with the exception of the public schools, which remained closed until Monday, November 4.[30]

Among the old and well-known local citizens who died during 1918 were Dr. C. W. Byrd, former pastor of the First Methodist Church, died in Asheville, North Carolina; Harvey Johnson, born in Crawford County, Georgia, secretary of the Industrial and Statistical Bureau of the Atlanta Chamber of Commerce, former lawyer, insurance man and newspaper writer and U. S. Consul to Antwerp, Belgium, during the 1890's; W. R. Turman, member of the well-known real estate firm of Turman & Calhoun, and a brother of S. B. and R. L. Turman; Major David A. Cook, a resident of Atlanta since 1850, noted Confederate soldier, and a son-in-law of De Kalb pioneer Merrell Collier; Albert L. Guthman, prominent in fraternal circles and proprietor of the Guthman Laundry; Charles E. Caverly, long-time wholesale grocer; Major James Maxwell Couper, born on St. Simon's Island, formerly one of Georgia's largest rice planters, a Confederate veteran who served with particular gallantry at Vicksburg, and a resident of Atlanta since 1881; Dr. W. S. Kendrick, senior professor of medicine in the medical department of Emory University and a famed diagnostician; Dr. John Wesley Duncan, an Atlanta physician for 30 years and a widely read writer on medical subjects; Julius Caesar Johnson, prominent Lithonia banker and merchant, an early director of the Trust Company of Georgia and a Confederate veteran wounded during the Battle of the Wilderness; W. B. Miles, noted builder, who participated in the erection of the State Capitol, Piedmont Hotel, Carnegie Library, police headquarters, Fourth National Bank Building, Austell Building and other prominent structures; Philip Cook, Georgia's secretary of state since 1898, a native of Mitchell County; William H. H. Futrelle, well-known Mason and father of the noted Jacques Futrelle, who went down on the *Titanic* in 1912; Richard C. "Dick" Bosche, a resident for 40 years and well known in local political circles; Charles G. Hartsfield, long-time resident, a skilled tinsmith and father of Atlanta's present mayor, William B. Hartsfield.[31]

Others were Lorenzo Dow "Sandy" McDonald, locomotive engineer, Atlanta & West Point Railroad since 1883, one-time pilot of the famous "Old 97," who achieved national prominence in his profession as the hero of the story, *The Flight of the Midnight Mail;* Professor T. E. A. Means, a native of Houston County, distinguished educator, for many years proprietor of a noted private school in Atlanta and, since 1901, superintendent of the Fulton County Industrial School near Hapeville; Dr. John W. Carmichael, born in Newnan, graduate of Vanderbilt, an Atlanta physician for 32 years, and widely known particularly in southeast Atlanta as a "family doctor"; Captain James L. Bell, Atlanta & West Point passenger conductor for 50 years and a Confederate soldier of exceptional valor, who, at the Battle of Fair Oaks in 1862, is said to have captured the 19th Wisconsin Regiment single-handed;[32] the Rev. Lucien B. Davis, pioneer Presbyterian minister and Confederate soldier, whose old family home stood on the present site of the Atlanta Public Library; John W. Moore, a native of Jackson, Georgia and a widely known criminal lawyer; Dr. William T. Goldsmith, died in Washington, D. C., pioneer Atlanta physician, eldest of the five sons of the late Turner Goldsmith; Francis M. Stocks, a native of Bartow County and a prominent coal dealer;

Thomas H. Williams, widely known insurance man and a son of post-bellum Atlanta mayor, James E. Williams; Jasper Newton Smith, previously noted, proprietor of the "Bachelor's Domain," a quaint and useful citizen, whose life-size marble likeness, in a seated position, adorns his burial vault in Oakland Cemetery; Colonel Ed L. Wight, born in Decatur County, Confederate soldier, prominent insurance man, and an active member of the Old Guard; Walter T. Downing, noted architect, died in Philadelphia from injuries sustained when struck by an automobile in that city; Miss Mary A. H. Gay, of Decatur, prominent in soldier welfare work during the War Between the States and writer. Author of *Transplanted, Life in Dixie During the War,* and a volume of poems; Charles C. Thorne, prominent insurance man; Robert L. Barry, born in Lumpkin County, Confederate artillery captain and for many years a member of the old dry goods firm of Moore, Marsh & Company; Judge John C. Hart, state tax commissioner of Georgia since the office was created in 1913, accidentally shot himself while hunting on his plantation in Greene County; William F. Parkhurst, author, advertising man and a charter member of the Atlanta Rotary Club, brother of Mrs. De Los Hill; James T. Dargan, noted fire insurance man and Confederate veteran, who moved to Atlanta from Dallas, Texas, in 1893 to assist in a reorganization of the Trust Company of Georgia; Captain James N. Squires, popular W. & A. locomotive engineer, for many years at the throttle of the Marietta and Atlanta "accommodation," later city smoke inspector in Atlanta, and Dr. Mell C. Martin, major 34th Georgia Regiment, C.S.A., for 18 years surgeon for the old Atlanta & Charlotte Air Line Railroad, and a prominent Atlanta physician.[33]

In 1918, as in 1917, the World War was the focal point of interest. For this was the year in which it reached its crescendo, and then its end. It was the year, too, in which the war was brought closest to home, for the vast majority of American casualties occurred in this final year of the conflict.

In Atlanta, as elsewhere in the country, labor, particularly common labor, became scarce and high priced. A drastic housing shortage developed in Atlanta, hastened of course by the 1917 fire. The cost of living soared. Coal, then the primary fuel for heating, was regulated by government fuel administrators, and the business was put upon a cash-in-advance basis. This worked a hardship on thousands of families who had strained themselves not only in buying Liberty Bonds, but in meeting the generally higher cost of living.[34]

On January 28, 1918, local barbers unanimously agreed to raise the price of a shave from 15 to 20 cents.[35] In mid-February, owing to heavy increases in the cost of labor, stationery supplies, bookkeeping equipment and general overhead, the banks composing the Atlanta Clearing House Association, instituted a service charge of fifty cents per month for handling the checking accounts of individuals and firms showing an average monthly balance of less than $50.[36] While the action of the barbers and the banks were straws in the wind, they indicate the wide front upon which the cost of living was advancing.

The institution of the war, or victory, garden in the Atlanta area, well under way in 1917, received considerable impetus in February, 1918, when the *Journal* established a demonstration truck garden on the north side of Grant Place, running almost the entire distance from Peachtree to West Peachtree streets, the present site of the Hub Motor Company. The ground was loaned without charge by L. J. Daniel, president of the Daniel Brothers Company, and the development of the garden was placed in charge of Troy G. Chastain, Fulton County agricultural agent, and William B. Deckner, member of a pioneer and well-known family of Stewart Avenue truck farmers. A luxuriant crop of vegetables was raised on this plot during the 1918 season.[37]

Atlantans had their first experience with daylight saving time on March 30, 1918, when, in compliance with a national Daylight Saving Law, designed to save power and consequently fuel, they set their watches forward one hour. Said the *Journal* on this occasion:

> "After all, its very simple—the daylight saving bill which President Wilson signed Tuesday [March 19] and which goes into effect on the last Sunday in this month. When you go to bed on March 30, just set your watch up an hour. Then forget all about it until the last Saturday in October. Then set it back an hour. And there it is in a nutshell!
>
> "True, you will be rising an hour earlier, eating breakfast an hour earlier, getting to work an hour earlier and going to bed an hour earlier. But everybody else will be doing the same thing and you won't know the difference, except your electric bill and your gas bill will be less, and you will have more daylight by which to work in your garden or play golf or sit on the front porch and watch the sun go down, and perhaps your health, too, will be improved, for everybody knows that 'beauty sleep' must be gained in the early hours of the evening. . . .
>
> "This was the general view of the situation in Atlanta Wednesday. Merchants, tradesmen, office people, manufacturers, school children—all were ready to set their watches up on Saturday night, March 30. At one fell swoop every watch and clock in the city will advance sixty minutes and all the activities of the town will advance automatically with them. . . ."

Memorial Day, April 26, 1918, was probably the most significant such occasion in Atlanta since the days of the 60's. For on that day the south's veterans of the War Between the States marched through the streets of the city with the south's sons who were going forth to fight in the greatest war the world had ever known. Said the *Journal* that day:

> "Under gray skies they marched, but with heads held proudly high and banners fluttering—the Stars and Bars and the Stars and Stripes—while from every side rose cheers and handclapping in honor of the men who gave their all for Dixie in 1861 and the men who are giving their all for America today.
>
> "Fewer than ever were the men in gray, and those few more bent, it seemed, more wrinkled and more tottering. Yet they marched, if anything, with a light more glorified than ever on their withered faces, as though they were coming to the end of the long road with the knowledge in their hearts that in their day they answered the call like men and like heroes.
>
> "And as they passed no spectator in the crowd but must have felt that, forty or fifty years from now, when these are gone and when those other young men, so straight and stalwart in their uniform of olive drab, march through the city, there will linger about them the spirit presence of those who have passed on, men and heroes all, defenders of all that life holds most dear.
>
> "The parade formed at the junction of Peachtree and Baker streets at 1:30 o'clock and moved promptly at 2 o'clock.
>
> "Down Peachtree Street to Whitehall Street, to Hunter Street, the parade moved to Oakland Cemetery, where the ever beautiful ceremony of dropping flowers on the resting places of those who have made the supreme sacrifice took place.

"School children, women, various civilian organizations and the soldiers of 1918 were in the line of march. Soldiers of then and now were in the same line; exchanged looks of admiration—old men who had felt the sting of bullets, young men who are on the verge of the greatest adventure of life.

"At the cemetery, exercises were opened with prayer by Rev. D. M. McIver, pastor of the Druid Hills Presbyterian Church. This was followed by the song *In the Sweet Bye and Bye,* and the introduction of the orator of the day, Rev. W. W. Memminger, of All Saints' Church, by the grand marshal, Colonel Oscar Palmour. Following Rev. Mr. Memminger's oration, and benediction by Rev. Mr. McIver, the ceremony of decorating the graves took place and taps were sounded. Music for the occasion was furnished by Wedemeyer's band.

"The parade was probably one of the largest Memorial Day parades ever held in Atlanta. The chief of staff was Colonel [later Judge] E. E. Pomeroy, who had the following aides: Major Arthur McCollum, acting adjutant general of Georgia; Major Joel B. Mallett, U.S.R.; Lt. Colonels Claude C. Smith, F. R. Jones, Henry F. West, W. B. Stovall, J. D. Robinson, D. N. McCullough, J. D. Rhodes, Edward C. Lyle, Marshall Nelms, Hollins Randolph, E. F. Johnson, Major John S. Cohen, Colonel Albert Howell, Jr., Major N. C. Lyle, Ralph R. Wynne, Harrison Jones, Homer Carmichael, Willis E. Ragan, Clarence Haverty, and John Glenn. . . ."

Three weeks later, on May 11, Secretary of the Navy Josephus Daniels came to Atlanta for the purpose of delivering a patriotic address. With a monster military band banked behind him, with a monster civilian audience before him and with the flags of the allies fluttering from every hand, the Secretary spoke until the cheers crackled like gun fire at Wesley Memorial Church. He was introduced by Governor Hugh Dorsey.[38]

On May 30, 1918, as the Americans attained their first military success in France, the capture of the village of Cantigny in Picardy; as the Germans took Soissons and reached the Marne; and as the first American troops arrived in Italy, a thousand or more Atlantans gathered around the flag at Five Points to pray for victory.

The meeting was in accordance with a proclamation of President Wilson. It was a gathering in which men of varying religious faiths took part, praying for a single purpose, one of many gatherings throughout the city. On the platform Jewish rabbi, Catholic priest and Protestant bishop rubbed elbows. All were united in solemn reverence. The thirty-minute service was closed with a benediction pronounced by Bishop Warren A. Candler, after which his brother, Mayor Candler, stepped to the edge of the platform and led lusty cheers for General Pershing, General Petain, Marshal Haig, General Foch, and President Wilson.[39]

Nineteen-eighteen was full of war-necessitated innovations in Atlanta. As a partial answer to the manpower shortage both the Fourth National Bank Building and the Candler Building employed young women to fill vacancies in their elevator-operating staffs. The fair elevator pilots were reported to have given entire satisfaction in handling their jobs.[40]

During the early months of 1918 Camp Jesup, the great army mechanical repair unit, just south of Fort McPherson, was built and put to use. Under command of Colonel Edgar S. Stayer the camp became a veritable city of machinery. Here broken-down, dilapidated, worn-out army vehicles were reclaimed. Damaged machines, trucks, wagons, etc., from all camps south of Richmond, east of the Mississippi River and to the gulf, including Florida, were sent to Jesup. This city of soldier mechanics was born on December 8, 1917, when Colonel Stayer chose the site, then known as the John J. Egan plot. It was named for General Thomas S. Jesup, a Virginian, distinguished for bravery and gallantry in the War of 1812.[41] It has since become an integral part of Fort McPherson.

By the fall months of 1918, besides meatless and wheatless days, Atlantans found themselves restricted in other unaccustomed ways, but for the most part they complied willingly.

On Sunday, September 22, under the direction of City Gasoline Administrator J. W. Goldsmith, Jr., a series of joy-riderless Sundays were inaugurated. The only cars permitted to operate were physicians' automobiles answering professional calls, bearing on their windshields an official green cross; official Camp Gordon jitneys, which were allowed to carry only soldiers; automobiles for taking out convalescent soldiers from Fort McPherson between 4 and 7:30 Sunday afternoon, bearing on their windshields signs to this effect; funeral automobiles, and newspaper trucks, milk trucks and other vehicles classed as essentials.

No fine or jail sentence was to be assessed against violators. Their names were to be taken by the police and published in the newspapers as slackers, thus being exposed to public scorn. The formula worked.[42]

On October 10, by order of the War Industries Board, the Georgia Railway & Power Company served the following notice on its industrial consumers:

"Effective October 11 all retail industrial power customers over five horsepower will be allowed to operate from seven A.M. to twelve M. only, except those engaged in the preservation of food products.

"No stores are to use electricity after six o'clock on week days and nine o'clock on Saturdays, except drug stores, fruit stands, cigar stands, restaurants, bakers, confectioners. EVERY NIGHT IS TO BE A LIGHTLESS NIGHT."[43]

Another power-saving step was taken on October 27, described in the following Georgia Railway & Power Company notice:

"Beginning Sunday morning, October 27, 1918, the Skip Stop System will be put into operation on the street railway lines of this company in accordance with instructions issued by the United States Fuel Administration.

"These instructions require that in the business district stopping places for street cars shall not be nearer together than 660 feet, and in the residence sections 880 feet, and in the open country 1,320 feet.

"The stopping places in the City of Atlanta and suburbs have been definitely located by a committee appointed at the suggestion of the Fuel Administration, and composed of representatives of the Fuel Administration, the City Council and the Street Railway Company.

"These stopping places are designated by a pole with a red band painted around it and the words 'CAR STOP' painted in white on this red band.

"As a general rule, the poles marked in this manner are to be found on the right hand side of streets as you go towards the center of the City. Stopping places are not necessarily at street intersections.

"Beginning Sunday, October 27th, cars will stop only at the points designated by the red band, except where the tracks cross other street car tracks or steam railway tracks, at which places cars will also stop on the near side of such crossings.

"In the central business district of Atlanta, bounded on the north by Ellis Street, on the east by Ivy and South Pryor streets, on the south by Mitchell Street and on the west by Forsyth Street, all former stopping places will be continued. Poles will not be painted and no special designation of such stops will be made."[44]

The Atlanta debutantes of 1918 were known as "useful war debutantes." Their plans, as outlined at the beginning of the season, were:

Monday, work at Fort McPherson.

Thursday mornings, regular debutante meetings.

Saturday afternoons, sponsorship of tea dances at the Atlanta Woman's Club.

Mrs. Samuel T. Weyman extended an invitation to have the debutantes at her home twice monthly to knit socks on her knitting machine for the soldiers. Also twice a month the girls served for the Belgian children.

At the first meeting, held October 9 at the Driving Club, Miss Henrietta Tupper was elected president; Miss Henrietta Davis, secretary, and Miss Mary Nelson, treasurer. Other members of the 1918 group were: Misses Rebecca Walker, Sarah Kennedy, Martha Louise Cassels, Lucile Thomas, Katherine Giddings, Virginia Hand, Cornelia Walker, Margaret Whitman, Isabel Amorous, and Jean Douglas.[45]

Early in the year a need arose for an organization of speakers to cover the State of Georgia in order to disseminate information relative to the war, war work, and necessary civilian defense measures. This need was met by an organization known as "Four-Minute Men." Its work was described by the *Journal* on November 1:

"Harrison Jones, the well-known Atlanta lawyer who heads the Four-Minute Men of Georgia in the capacity of state director, has thoroughly reorganized the work of this war activity in Georgia and placed it on a really statewide basis.

"For many months Mr. Jones has been doing the best he could without assistance or clerical help or even an appropriation to pay postage. All of the expenses of the work in his office have been paid out of his own pocket. At last he has succeeded in securing the necessary cooperation from other patriotic citizens to extend the scope of the work.

"Headquarters have been opened at 313 Trust Company of Georgia Building, with a stenographer to attend to correspondence and two or three patriotic young women, who volunteered their services without compensation, to assist in the clerical work. . . .

"Mr. Jones announces that all speaking activities emanating directly from Washington and all speaking activities of the State Council of Defense, will be consolidated under the Georgia Four-Minute Men, who will route the speakers.

"Edgar Neely, C. P. Phillips and George S. Moffett will act as associate directors, assisting Mr. Jones in the general direction of the work.

"An executive committee has been appointed, with Edgar Neely as chairman. His associates on the committee are S. C. Dobbs and Harry P. Hermance, of Atlanta, Columbus Downing, of Brunswick; Sam L. Olive, of Augusta, and Jere M. Pound, of Athens.

"Joseph S. Reynolds, formerly solicitor general and prominent attorney of Augusta, who now resides in Atlanta, will head the speakers' bureau.

"Four-Minute organizations will be formed in every county in Georgia and all agencies will be utilized for disseminating information. Four-Minute speakers will not confine their appearance to theaters and movies, but will go into churches, schools, court house sales and all public assemblages.

"There will be a special school organization under the Junior Four-Minute Men. The ministers will be thoroughly organized. Manufacturing establishments will be reached through an industrial division."

Of the many features of Atlanta's work in cooperation with the National Government during the war, none was more effective for good morale than the War Camp Community Service, directed by a commission of which Victor H. Kriegshaber was president; Willis M. Timmons, vice-president; W. D. Phipps, secretary, and Henry W. Davis, treasurer.[46]

The work performed by the War Camp Community Service, designed to "keep the home fires burning" for the 40,000 or more soldiers in the Atlanta area, was interesting and varied.

A Women's Committee, under the leadership of Mrs. B. M. Boykin, arranged each week from 15 to 20 entertainments in the various "Y" buildings and the Knights of Columbus auditorium at Camp Gordon. The entertainers themselves were volunteers. Convalescent soldiers in the hospital at Fort McPherson were treated to automobile rides on fair days, this service being under the direction of Rufus Darby.[47]

The Atlanta Rotary Club sponsored a Rotary Soldiers' Club in quarters donated by William T. Healey in his recently completed office building. These rooms became a clearing house where soldiers received invitations from citizens to visit their homes for Sunday dinner. The auditorium became a center where free entertainments were given to soldiers and citizens alike. They included moving pictures, recitals by the city organist, Charles Sheldon, vocal and instrumental music by individual and group artists, and community singing.[48]

Albert S. Adams had charge of a group which provided baseball, football, boxing, wrestling and other sports among the soldiers. William M. Brownlee, then manager of the Cable Piano Company, tendered Cable Hall for Saturday night dances; H. M. Patterson provided free quarters in his building on Forsyth Street, and churches and clubs cooperated generously.[49]

In summing up the work of the War Camp Community Service later, President Kriegshaber said:

"One had a right to ask what there was in all of this besides the mere amusement for these thousands of men. Well, we were trying to 'keep the home fires burning.' We could put our hands on a couple of thousand soldiers on Saturday nights at the Rotary Club, the churches, the Jewish Alliance, the Progressive Club, the National League, the Y.W.C.A., the Italian-Speaking Soldiers' Club, and the Knights of Columbus. Those boys met our good women and our girls, and they enjoyed it and were benefitted by the opportunity.

"They were behaving themselves like gentlemen, and we had no cause to complain of their conduct. Don't you think that a fine record? There were nearly 40,000 men in the camp, and we ask how many drunken soldiers were seen on our streets? During practically the past five months, 101 soldiers were arrested for drunkenness, equaling about twenty per month out of a military population of nearly 40,000 men.

"We know that our work helped to drive away homesickness, and that it improved the morale of the men. . . .

"We are deeply appreciative of the cooperation given our commission by General Burnham and his staff, and all the officers of the various regiments and by the chaplains, who cooperated with us.

"We are proud of the men at Camp Gordon and Fort McPherson and at the Tech Aviation School, and followed their career 'Over There,' confident that they would give a proper accounting of themselves, and happy in the thought that we contributed our best to their happiness, their efficiency, and their welfare here in Atlanta."[50]

Camp Gordon is best remembered for the 82nd (All-American) Division and the Emory University Medical Unit, known as Base Hospital 43 of the American Expeditionary Forces. Both were products of Gordon and were the only units dispatched as such, and which kept their identity through the great struggle.

The 82nd began its trek across the Atlantic on April 16, 1918. This division, with numerous southern officers but with rank and file from virtually every American state, left thousands dead in the swift St. Mihiel offensive and the bitter Meuse-Argonne drive which ended with the taking of Sedan. Its twenty-five days (October 6-31) in the latter decisive struggle constituted the longest continuous period under fire endured by any American unit.[51]

The Emory Unit, organized at the instance of Dr. E. C. Davis, co-founder with Dr. L. C. Fischer, of the Davis-Fischer Hospital, was in France from June, 1918, to March, 1919. Its value was attested by a telegram from General Pershing on December 24, 1918, which read:

"Please accept for yourself, the officers, nurses and men under your command and patients under your care, my most cordial Christmas greetings, with appreciation of the spirit of loyalty and enthusiasm for which the personnel of your hospital have met their obligations, and admiration for the unflinching fortitude with which the sick and those wounded in battle have met their misfortune. I trust that the coming year will bring to all of you happiness which you so well deserve.

(Signed) PERSHING."[52]

On April 2, 1919, just before demobilization, the Emory Unit held a formal meeting. After several speeches and the presentation of a loving cup by the men of the Unit to Lt. Colonel E. C. Davis, a permanent organization was effected. The following were elected its officers: President, Lt. Colonel Edward C. Davis; Vice-President, Lt. Colonel Frank K. Boland; Second Vice-President, Lt. Colonel Cyrus W. Strickler; Secretary, Sergeant 1/C Patrick N. B. Hampton.[53]

Monday, November 11, 1918, was a great day for a war-torn world. At 5:15 A.M. the Germans signed an armistice and at 11 A.M. hostilities on the western front ceased.

To say that the joy throughout Atlanta knew no bounds is to put it mildly. Of course everybody had been looking for the end to come for quite a while, but that didn't dampen the rejoicing when the newsboys roused folks from their beds with the extras in the dim dawn. And as the day advanced the jubilee gathered speed and took on a feverish intensity. Said the *Journal* that afternoon:

". . . Employees of the big industrial plants who reported to work early in the morning were among the first to start celebrating. At least two big war plants, the Pratt Engineering Works and the American Machine & Manufacturing Company, closed for the day and turned loose their workers to mingle with the downtown crowds.

"Telephone messages were flashed to all the public schools by Acting Superintendent Charles S. Culver, authorizing the principals to dismiss the kiddies.[54] At many schools songs were sung and patriotic exercises held before the youngsters turned out. Tech High School came marching through town in a body, yelling and cheering. From 50 to 75 employees of the American Hat Manufacturing Company took to the streets, marching up and down and beating tin pans. The Boy Scouts paraded with drums beating, bugles blowing and flags flying. And from the top of the Healey Building fell swarms of torn-up paper, fluttering down on the upturned faces of the crowd.

"Offices of the city hall were closed, all courts adjourned over to Tuesday, and Governor Dorsey issued an order closing all offices at the state capitol and declaring a holiday. On the entrance to the office of the railroad commission was posted the following notice:

" 'These offices closed for the day by order of the governor in grateful recognition of the fact that the conflict of war in Europe has been suspended by armistice, and in the confident hope that a treaty of peace will soon be executed.'

"Out at Camp Gordon, Fort McPherson and Camp Jesup the usual military routine went ahead. 'We're too busy to celebrate,' said the commanding officers. 'Our work must go on as usual.' Just the same, troops on practice hikes sang *Over There* with a new exuberance, and the hope was expressed on all sides that they'd 'get across just the same.'

"The downtown streets were crowded with throngs all day. Five Points and the dugout of the Salvation Army were the mecca of hundreds. At the Grady monument pupils of the Southern Shorthand and Business College staged a demonstration by gathering at the foot of the statue and singing *America*."

Mayor Candler's proclamation declaring a half holiday Tuesday was as follows:

"Atlanta, Ga., Nov. 11, 1918.

To the People of Atlanta:

This is a time of great joy! The most terrible war in history has come to an end! Peace is again to reign throughout the world and freedom universally prevail!

Let us not forget the sacrifices of those who have made our present happiness possible. There is much yet to be done. Our soldiers and sailors across the sea and at home must be cared for. Let this day be one when our gladness will take a substantial form, and funds needed by the United War Work activities be freely given. Canvassers will call upon our people at their places of business and homes and it is important that each one be in his accustomed place in order that the greatest results may be obtained.

On tomorrow, Tuesday, the 12th, a victory parade will be held. The parade will form at 1:30 o'clock and be under the direction of Major-General Cameron, commander at Camp Gordon, who has just returned from the European front.

At 8 P.M. tomorrow night a jubilee gathering will be held at the auditorium. At this meeting the Hon. Fred B. Smith, of New York, who is a speaker of note, and Y.M.C.A. worker of prominence, will be heard.

The city hall and all city works in so far as practicable will be discontinued at 12 o'clock noon Tuesday, and it is hoped that the day will be generally observed by all our citizens as a half holiday.

ASA G. CANDLER,
Mayor."

The great victory parade of the 12th was one of the most colorful in Atlanta's long history of parades. It was described by the *Journal* that afternoon:

"Atlanta's riotous celebration of the dawn of peace Monday night was supplemented on Tuesday afternoon by a demonstration which might well go down in the history of the municipality as one of the most remarkable spectacles ever witnessed here.

"Under cloudless skies more than 10,000 troops and thousands of civilians marched in a mammoth parade to commemorate the conclusion of hostilities in the greatest war the world has ever seen. The event dwarfed into comparative insignificance any demonstration ever staged in Atlanta. The entire city turned out and visitors from the surrounding territory poured in to join in the jubilation over the downfall of autocracy.

"The parade not only typified the spirit of joy over the ending of the world war, but also was made the vehicle for an appeal for the United War Work campaign, which is to furnish funds for the continuance of welfare work among the American troops at home and overseas. Interspersed with the flags of the allied nations, which were carried by the thousands of civilian marchers, were banners bearing the call for support of the United War Work drive. . . .

"The long column which wound its way down Peachtree and Whitehall streets to Garnett began to move at 2 o'clock and as it crept along between solid masses of humanity lining the curbs and pushing out into the street, a great avalanche of sound fairly rocked the buildings of the business district. Human voices vied with mechanical devices of all kinds and through the pandemonium the parade moved steadily down into the business section.

"Every building along the line of march had been decorated with the allied flags and Old Glory streamed from every point of vantage.

"And far above the din raised by the surging masses two great airplanes dipped and soared, looping the loop and cutting all sorts of eccentric evolutions amid the frantic cheers of the watching crowds.

"The two birdmen had flown to Atlanta from Souther Field, Americus, to participate in the demonstration, arriving shortly before 2 o'clock, according to the schedule arranged by Ivan E. Allen, in charge of that feature of the day's program. Major Carlyle H. Wash, commander at Souther Field, piloted one of the planes, and another expert aviator handled the controls of the other.

"A platoon of mounted police led the column as it moved down Peachtree Street and immediately behind them came the members of the Fulton County committee of the United War Work campaign.

"Three hundred veterans of the fighting on the western front occupied the post of honor at the head of the military division of the parade, riding in automobiles, for their wounds would not permit them to march on foot.

"Next came the troops from Camp Gordon, almost 10,000 strong, in three brigades, headed by bands and marching with their bayonets fixed and glittering in the sunlight. Colonels Getty, Tillman and Fry commanded the respective brigades, which were made up of men from the non-commissioned officers' school, the replacement regiments and the central officers' training school.

"Strong detachments from Fort McPherson and Camp Jesup were features of the military division, while units of the student army training corps from Georgia Tech, Georgia Military Academy, Atlanta Southern Dental College and Marist College, with their bands, made up the martial array.

"Then there were detachments of police and firemen, followed by the service division, consisting of hundreds of civilians, relatives of men in the service, carrying their service flags. The Woodmen of the World band headed the women's division, in which marched women from all parts of the city and from all stations in life. Each carried the Stars and Stripes, or the flag of one of the allied nations. The citizens' division, composed of men carrying flags and equipped with horns, bells and all sorts of noise-making devices, marched along to the accompaniment of a vast chaos of sound.

"Students from the Boys' High, Tech High, Commercial High and Fulton High formed one entire division, with the members of the Women's Motor Corps heading the line of floats in which were represented the Y.M.C.A., Y.W.C.A., Knights of Columbus, Jewish Welfare Board, Salvation Army, War Camp Community Service and American Library Association.

"The negroes of Atlanta were in line by the hundreds, their division including a host of men, women and children carrying Old Glory and the flags of the allies, ringing bells, blowing horns and contributing tremendously to the general jollification.

"Past the reviewing stand at Five Points marched all these organizations, military and civilian, white and black, combined in one great demonstration of gratitude and joy for the cessation of the bloodiest conflict that the world has ever seen or will see again.

"Standing at attention on the reviewing stand were military officers and state, county and municipal officials. Major-General George H. Cameron, Brigadier-General William H. Sage and Colonel T. S. Bratton formed the military contingent of the group, while Governor Dorsey, Mayor Candler and officials of the United War Work campaign also occupied places there.

"The parade, big and spectacular as it was, constituted only the preliminary feature of the huge mass meeting to be held at the auditorium Tuesday night. At this gathering all Atlanta will join in a thanksgiving service for the termination of the war, and arrangements completed by the committee in charge make it certain that it will prove to be one of the most remarkable public meetings ever held in the south."

The meeting at the auditorium on the night of the 12th was indeed a memorable occasion. Two brass bands from Camp Gordon played patriotic selections. Charles W. Morse, Camp Gordon song leader, led the audience in a great service of patriotic and war songs, following which Dr. David Marx delivered a wonderfully eloquent prayer of thanks for the ending of the war. Mayor Candler expressed the spirit of the occasion on behalf of the city. Alex W. Smith, for Governor Dorsey (who was called to Savannah), spoke for the state.

Then came Fred B. Smith, international secretary of the Y.M.C.A., lecturer and public speaker of world-wide reputation. He made an eloquent plea for the success of the United War Work campaign, chairmanned in Atlanta by W. R. C. Smith. At the close of Mr. Smith's remarkable address, which inspired the audience to a high pitch of enthusiasm, J. K. Orr took one end of the stage with one-half of the audience, and Eugene R. Black the other end and half, and the meeting was thrown open to subscriptions. A total of $74,489 was raised on the spot, advancing Atlanta to over half of her quota.[55]

Meanwhile, some of Atlanta's neighboring communities were celebrating the end of the war. The citizens of East Point assembled on the main square for a public demonstration, with singing, and speeches by the mayor and School Superintendent J. R. Campbell. Mayor Leslie J. Steele, of Decatur, issued a proclamation closing all schools and business houses the afternoon of the 11th. A big celebration was held at the flagpole that evening, with a patriotic concert by Wedemeyer's band, followed by a parade. At 8 o'clock the population of the town gathered in the Methodist Church auditorium where a thanksgiving rally was held.[56]

In Stone Mountain Mayor Ralph McClelland headed a victory parade in honor of the 115 local boys in the service. There was speaking and merrymaking in general, followed by fireworks atop the mountain. A similar celebration, led by A. M. Brand, was held in Lithonia.[57]

Atlanta's 1918 Thanksgiving Day was one of the sane, quiet variety, but nevertheless joyous. Probably never before has the city been more unanimous in observing the real spirit of the day. Said the *Journal* on November 22:

"Mr. and Mrs. Atlanta quietly ate their dinner at home. They went to their churches for worship; to the matinees or football game or for automobile rides for amusement; then to Five Points, a tremendous gathering like one great family, to sing and to the auditorium at night.

"If anybody did much beyond that, it apparently was of the harmless variety or was so well camouflaged that the city police knew nothing was going on.

"Certain it is that there were virtually no arrests and only two accidents. By all odds the city should have awakened Friday minus headaches and with a keen appetite for the turkey hash without which the day after Thanksgiving wouldn't seem right.

"Apparently everyone felt that collectively and individually Atlanta, in common with the rest of the world, had more than ordinary cause to offer thanks.

"At the morning services the churches were well filled with worshippers. Theaters and movies were jammed during the afternoon and night. When the great community sing began at Five Points at 4 o'clock, doubtless more people were present than have ever before packed the streets. And a joyous bunch they were—neighborly, not like city crowds at all, but as if everybody there was everybody else's brother. Lustily their voices shouted 'Mine eyes have seen the glory of the coming of the Lord,' and other moving songs.

"At the auditorium Thursday night there was a great inter-denominational service at which people of all religious beliefs gathered to offer prayers of Thanksgiving.

"Such was the way in which Atlanta observed the day—sanely, devoutly, yet joyously.

"And far from forgotten were those who were far from home. At the army posts there were entertainments and dinners. Even at the prisons there was turkey and cranberry sauce."

On Tuesday, December 3, 1918, the City of Atlanta conferred its first official honor on General John J. Pershing, leader of the American Expeditionary Forces. The park commission, on motion of Major D. F. McClatchey, voted to change the name of the triangular plot at the northern junction of the two Peachtrees, from Goldsboro Park to "Pershing Point." The plot, incidentally, had been donated recently to the city with the understanding that no buildings would be erected on it.[58]

In 1920, there was unveiled at Pershing Point a memorial to Fulton County's World War dead—a circular seat carved with the names of the battles in which these soldiers fought, and bearing a bronze plaque listing their names. To the War Mothers of Fulton County, led by Mrs. Samuel D. Jones, went the privilege of providing this beautiful and appropriate memorial.[59]

Christmas, 1918, had more Christianity and less noise than Atlanta had ever known before. Said the *Journal:*

> ". . . The city is observing it [Christmas] largely by going to church and by giving to those who are in need.
>
> " 'There won't be a hungry or a cold person in Atlanta today,' said the city warden. This probably has never been true on any other Christmas.
>
> "The police have been instructed to arrest anyone who sets off fireworks in the city limits, or commemorates the birth of Christ by discharging firearms. There were a few noise-worshippers at work intermittently throughout the day, but they were an exception.
>
> "The arrests made by the police Tuesday night were dozens less than the number on Christmas eve night a year ago. Captain Mayo, of the night watch, said that everyone was in bed by midnight and that the atmosphere was that of Sunday morning.
>
> "The docket at headquarters shows only three 'plain drunks.' Perhaps the price of the wherewithal has something to do with that. Whiskey which cost $2.50 a quart a few years ago, is said to be selling this year at $15 a quart—the highest price Christmas cheer ever brought.
>
> "When you take in connection with this the fact that eggs are selling at 80 to 85 cents a dozen, it is easy to see why this is an eggnogless Yuletide. . . .
>
> "The Salvation Army distributed baskets Tuesday which contained food enough to supply 2,000 people with a substantial dinner. The Volunteers of America did almost as much for the poor. In addition, a number of people made surveys of their neghborhoods and brought in for Christmas dinner anyone they found who was in need. In many well-to-do homes, the prosperous man and his poor neighbor sat down together at table this Christmas.
>
> "The telegraph wires are busy with messages from boys who had drifted away from home and home ties. Usually they read: 'Mother, I am well and thinking of you.'
>
> "Many soldiers at Camp Gordon have been given ten-day furloughs to go home. No work is being required of those who remain at the camp, except necessary guard duty. The usual holiday passes to Atlanta have been granted. Every man at the camp will eat a Christmas dinner that is everything a dinner should be. If they fare as well in France, President Wilson is lucky to be the guest of the doughboys today. In addition, each unit at the camp has arranged dances and other programs of entertainment.

"The biggest Christmas tree in Atlanta was furnished at Fort McPherson for the wounded soldiers, and each of the 2,000 convalescents was given a present from the fund contributed by the kind-hearted people of Atlanta and of Georgia.

"The old soldiers who fought from '61 to '64 and are now fast dwindling away are celebrating the day at the old soldiers' home.

"The 1,400 interned Germans at Fort McPherson have asked and been given permission to observe Christmas after the customs of their homeland.

"The weather seems made to order, clear and sunshiny, and with the sharpest, most bracing tang that the winter has yet furnished.

"All theaters and moving picture houses are offering programs carefully selected to suit the time; and business, after the best holiday week in its history, is closed tight. . . ."

Before the year was out Atlanta Post No. 1 of the American Legion was chartered in 1918 as "Charles D. Montgomery, Jr., Post No. 1," named in honor of the beloved young Atlanta lieutenant killed at Bois-de-Foret, Meuse Argonne, France, on October 15, 1918.

This post, the first to be chartered in Georgia, changed its name a few years later to Atlanta Post No. 1, in order to include in its memorial recognition the many other heroes from Atlanta who lost their lives in the same cause.

Among the charter members of the post were Basil Stockbridge, E. Warren Moise, Asa Warren Candler, J. G. C. Bloodworth, Jr., R. Frank Calloway, Eugene Oberdorfer, Stephens Mitchell, Fonville McWhorter, James L. Harrison and Howard McCall. Basil Stockbridge served as first Post Commander. By reason of its location, large and representative membership, and the priority of its formation, upon this post largely fell the task and duty of assisting in the organization of other posts of the American Legion throughout the State.[60]

A total of 85,506 persons went from Georgia to World War I. De Kalb County contributed 765, and Fulton County, excluding Atlanta, 843. Atlanta itself contributed 7,890.[61] Approximately one in thirty made the supreme sacrifice, killed in action, died of wounds, or died of illness during or immediately following the war. Those who gave their all from De Kalb and Fulton counties, and who died from service-connected disabilities not later than 1920, are listed below.

DE KALB COUNTY

Anderson, Robert B., Stone Mountain	Died Camp Gordon, Oct. 7, 1918.
Brady, Edwin C., Seaman, Stone Mountain	Went down with the *Ticonderoga,* torpedoed and sunk, Sept. 30, 1918.
Goza, Tom Minor, Pvt., Chamblee	Died of wounds in action, Oct. 14, 1918.
Grogan, Dawlman C., Pvt., Lithonia	Killed in action, Oct. 15, 1918.
Holmes, Henry S., Pvt., Kirkwood	Killed in action, July 19, 1918
Mitchell, Roy, Pvt., Stone Mountain	Died at home on furlough.
Pritchard, John Thomas, Pvt., Decatur	Died at Carlisle, Pa., Sept. 12, 1918.
Wilson, James Ollie, Pvt., Chamblee	Went down with the troop ship *Otranto,* Oct. 6, 1918.[62]

FULTON COUNTY

Adams, Robert Young, Seaman, Atlanta	Died in Scotland, Nov. 5, 1918.
Allen, Charles B., Lt., Atlanta	Killed in action, Oct. 12, 1918.
Anderson, John Wilcox, Lt., Atlanta	Killed in action, Oct. 11, 1918.
Astin, Ralph, Pvt., Atlanta	Died Camp Wheeler, Jan. 1, 1918.
Atkinson, Henry Morrell, Jr., Capt., Atlanta	Died Angers, France, Nov. 2, 1918.
Attaway, William J., Pvt., Atlanta	Died of wounds in France, June 24, 1918.
Barrett, Fermer B., Capt., Atlanta	Killed in action, July 21, 1918.
Barrett, Leland K. W., Lt., Atlanta	Killed in action, Apr. 2, 1918.
Bauer, Roy L., Lt., Atlanta	Killed in action, Oct. 8, 1918.
Beck, Marcus W., Jr., Atlanta	Killed in action, June 14, 1918.
Boswell, Dan M., Cpl., Atlanta	Died Camp Jackson, Oct. 7, 1918.
Brady, Thomas M., Lt., Atlanta	Died Camp Beauregard, Jan. 5, 1918.
Brantley, Richmond H., Pvt., Atlanta	Killed in action, Oct. 24, 1918.
Brewster, Eldon F., Lt., College Park	Killed in action, 1918.
Brock, Robert M., Pvt., Atlanta	Killed in action, Nov. 7, 1918.
Brooks, Max, Pvt., Atlanta	Died LaGrange, Ga., of shell shock, Jan. 24, 1919.
Brown, Feodor M., Sgt., Atlanta	Killed in action, Oct. 13, 1918.
Browne, Allsey O., Pvt., Atlanta	Died in France, Oct. 27, 1918.
Brush, Linton W., Pvt., Atlanta	Killed in action, Oct. 28, 1918.
Burt, Charles H., Pvt., Atlanta	Died Camp Mills, Oct. 14, 1918.
Cavin, Robert C., Pvt., Chattahoochee	Died of wounds in France, June 29, 1918.
Chidsey, George B., Lt., Atlanta	Died Fort McPherson, May 7, 1919.
Clement, Charles G., Pvt., Atlanta	Killed in action, Oct. 9, 1918.
Cline, Cecil R., Pvt., Atlanta	Died en route overseas, Oct. 15, 1918.
Cohen, Aaron M., Pvt., Atlanta	Died Camp Joseph E. Johnston, Oct. 15, 1918.
Coleman, William B., Lt., Atlanta	Killed while testing a French airplane, Oct. 31, 1918.
Conklin, Joseph Wade, Capt., Atlanta	Died of wounds in France, Oct. 16, 1918.
Connally, Joseph Brown, Capt., Atlanta	Died Fort McPherson, Aug. 20, 1920, as direct result of having been gassed in France.
Cook, George A., Cpl., Atlanta	Killed in airplane accident at Langley Field, May 9, 1918.
Cook, Lonnie, Pvt., Egan	Died of wounds in France, Oct. 30, 1918.
Crowell, Walter W., Pvt., Atlanta	Died in France, Nov. 23, 1918.
Curtis, Howard C., Pvt., College Park	Died Camp Gordon, Apr. 19, 1918.

Davenport, Clarence L., Pvt., Egan	Killed in action, July 19, 1918.
De Loach, Charles J., Pvt., Atlanta	Died Camp Wadsworth, Oct. 20, 1918.
Dunton, Clarence E., Pvt., Atlanta	Died Kelly Field, Oct. 19, 1918.
Evans, Beverly D., Jr., Lt., Atlanta	Killed in action, Nov. 1, 1918.
Forrester, Robert R., Lt., Atlanta	Died June 14, 1920, of battle wounds received St. Mihiel, Sept. 13, 1918.
Fraser, Harry L., Lt., Atlanta	Died William Bridge, N. Y., Sept. 30, 1918.
Fulghum, Henry E., Lt., Hapeville	Killed in airplane accident in France, Sept. 24, 1918.
Gardner, John P., Pvt., Atlanta	Went down with troop ship *Oranto*, Oct. 6, 1918.
Giandalia, Peter, Bugler, Atlanta	Died in France, May 17, 1919.
Gibbs, Rufus M., Pvt., Atlanta	Killed in action, June 10, 1918.
Glen, Fred B., Pvt., Atlanta	Died of wounds in France, June 12, 1918.
Glen, Thomas D., Pvt., Atlanta	Killed in action, June 11, 1918.
Goldsmith, Carl, Lt., Atlanta	Killed in action, Oct. 8, 1918.
Gray, Meredith, Lt., Atlanta	Killed in action, Aug. 16, 1916, while serving with British Expeditionary Forces.
Hall, Ralph M., Cpl., Atlanta	Killed in action, Oct. 5, 1918.
Hanlin, Jesse S., Yeoman, Atlanta	Went down with the U.S.S. *Cyclops,* Mar. 31, 1918.
Harmon, Ottis T., Pvt., Atlanta	Died Apr. 28, 1918, at Fort McHenry, Baltimore, as result of being gassed at the front.
Harris, John C., Pvt., College Park	Died Camp Gordon, Oct. 21, 1918.
Hathorn, Maurice J., Pvt., Atlanta	Died Atlanta, Ga., Mar. 31, 1918.
Hawkins, Henry D., Pvt., Atlanta	Died Camp Gordon, Sept. 29, 1918.
Haynes, Elton C., Pvt., Atlanta	Died Paris, France, Feb. 16, 1918.
Hearn, William J., Pvt., Atlanta	Died Camp Meade, Oct. 7, 1918.
Hellams, Elias B., Pvt., Atlanta	Died Quantico, Va., Jan. 21, 1919.
Herron, William A., Bugler, Atlanta	Died Camp McArthur, Oct. 12, 1918.
Herren, William A., Pvt., Atlanta	Killed in action, Oct. 10, 1918.
Henry, Dickson R., Capt., Atlanta	Killed in action, Oct. 2, 1918.
Hicks, Wilfred S., Pvt., Atlanta	Killed in action, Sept. 28, 1918.
Hinman, William B., Pvt., Atlanta	Went down with the U.S.S. *Rochester*, Nov., 1917.
Joel, Yoel Lyons, Lt., Atlanta	Died of wounds in France, Dec. 12, 1918.

Johnson, Daniel L., Cpl., Atlanta	Died in France, May 15, 1918.
Jordan, Theodore, Pvt., Atlanta	Died of wounds in France, July 16, 1918.
Jordan, Howard C., Pvt., Atlanta	Died Nov. 14, 1918, of wounds occasioned by an accidental explosion in France.
Kane, Vincent I., Lt., Atlanta	Died Camp Beauregard, Jan. 3, 1918.
Kelbaugh, Roy O., Sgt., Atlanta	Killed in action, Nov. 8, 1918.
King, Lovie B., Pvt., Atlanta	Died in France, Apr. 6, 1919.
Kruger, Charles E., Seaman, Atlanta	As Bombing Instructor, U.S.N., was killed in an airplane accident in France.
Laney, Estille H., Pvt., East Point	Killed in action, Oct. 7, 1918.
Le Conte, William L., Lt., Atlanta	Died of wounds in France, July 19, 1918.
Lewis, William A., Pvt., Atlanta	Killed in action, July 16, 1918.
Lipscomb, Guy E., Pvt., Atlanta	Died Camp Merritt, Apr. 27, 1918.
Lyle, Douglas C., Sgt., Atlanta	Killed in ambulance accident in France, July 14, 1918.
Montgomery, Charles D., Jr., Lt., Atlanta	Killed in action, Oct. 15, 1918.
Moore, James S., Jr., Capt., Atlanta	Died in France, June 12, 1918.
O'Brien, Camille L., Miss, Red Cross Nurse	Died in France, Apr. 18, 1919.
Ogle, George A., Cpl., Atlanta	Died Fort Oglethorpe, truck wreck, Nov. 4, 1917.
Park, James M., Pvt., Atlanta	Killed in action, June 6, 1918.
Parker, Arnold B., Capt., Atlanta	Died at sea, Oct. 19, 1918.
Rambo, Benjamin M., Lt., Atlanta	Killed in action, Sept. 29, 1918.
Robinson, William C., Lt., Atlanta	Died Liverpool, England, Oct. 4, 1918.
Rockwell, Kiffin Y., Lt., Atlanta	Killed in action, Sept. 23, 1916, while serving with the French Aviation Service.
Rose, Edward L., Seaman, Atlanta	Killed by accident at sea aboard U.S.S. *Vermont,* Jan. 15, 1918.
Seay, Charles G., Pvt., Atlanta	Died Camp Wadsworth, Sept. 11, 1919.
Siddons, John D., Pvt., Atlanta	Killed in action, Oct. 14, 1918.
Simpson, Albert B., Lt., Atlanta	Killed in action, Sept. 28, 1918.
Simpson, Fred B., Pvt., Atlanta	Died Camp Wadsworth, Apr. 22, 1918.
Slaton, Waldo M., Lt., Atlanta	Died Chicago, Ill., Nov. 22, 1918.
Smith, Edgar D., Pvt., Atlanta	Killed in action, Nov. 6, 1918.
Smith, Fred, Pvt., College Park	Died Camp Wheeler, June 22, 1917.
Smith, Robert D., Jr., Lt., Atlanta	Killed in action, Oct. 3, 1918.
Snodgrass, Albert L., Quartermaster, U.S.N., Atlanta	Died Philadelphia, Pa., Oct. 11, 1918.

Speer, Abner T., Pvt., Atlanta	Died of wounds in France, Oct. 3, 1918.
Spriggs, Edward A., Pvt., Atlanta	Died Camp Meade, Oct. 16, 1918.
Springer, Walter K., Lt., Atlanta	Died Ithaca, N. Y., Nov. 6, 1918.
Stanley, Isaac H., Pvt., Atlanta	Died Fort Riley, Dec. 1, 1918.
Sutton, Wiley C., Lt., Atlanta	Killed in action, Oct. 4, 1918.
Tates, Arthur, Sgt., Atlanta	Killed in action, Oct. 25, 1918.
Teabeaut, Thomas S., Lt., Atlanta	Killed in action, Oct. 14, 1918.
Thomas, Barney L., U.S.N., Atlanta	Died Boston, Mass., Sept. 21, 1918.
Thompson, Fred V., Cpl., Atlanta	Died Fort McPherson, Apr. 10, 1918.
Tinsley, Melvin D., Pvt., Atlanta	Killed in action, July 19, 1918.
Turner, Alfred C., U.S.N., Atlanta	Died Wilmington, N. C., May 25, 1918.
Vandiver, Joel M., Pvt., Atlanta	Went down with the troop ship *Otranto,* Oct. 6, 1918.
Wainwright, Lafayette F., Pvt., Atlanta	Died in France, Oct. 25, 1918.
Wallace, Robert O., Jr., Lt., Atlanta	Killed in action, Aug. 29, 1918.
Walton, Robert L., Seaman, Atlanta	Went down with the torpedoed *Lakemoor,* April 11, 1918.
Welling, Arthur L., Sgt., Atlanta	Killed in a railroad accident in France, Jan. 21, 1919.
Wells, Moses E., Cpl., Atlanta	Died in Atlanta, May 21, 1918.
Whitner, Richard H., Lt., Atlanta	Killed in airplane accident in France, Mar. 13, 1918.
Willett, Hugh M., Pvt., Atlanta	Died Fort McPherson, Feb. 17, 1918.
Wilson, Homer A., Pvt., Atlanta	Killed in action, Oct. 4, 1918.
Wood, Claude S., Pvt., Atlanta	Died Oteen, N. C., Mar. 29, 1919.
Wood, Stewart W., Cpl., Atlanta	Died in France, Sept. 7, 1918.
Woolley, Basil M., Lt., Atlanta	Killed in action, Sept. 29, 1918.
Yarbrough, James C., Pvt., Atlanta	Killed in action, June 7, 1918.[63]

NOTES—CHAPTER 96

[1] *Atlanta Journal,* Jan. 1, 1918.

[2] *Ibid.,* Dec. 6, 1917; *City Directory,* 1918.

[3] *Ga. Laws,* 1918, p. 533.

[4] *City Directory,* 1918.

[5] *Atlanta Journal,* Mar. 19, 1918.

[6] *Ibid.,* May 4, 1918. Mr. Goldsmith died in 1919.

[7] "Garrett's Necrology."

[8] Olive L. Hoggins, "Fire Well at Five Points," *Atlanta Journal Magazine,* Apr. 30, 1933.

[9] *Atlanta Journal,* Jan. 2, 1918.

[10] *Ibid.,* Aug. 26, 1917, Mar. 17, 1918, Sept. 16, 1952.

[11] *Cf. Atlanta Journal,* Feb. 17, 1918.

[12] *Ibid.,* May 12, 1918; city directories, 1867-1897.

[13] *Atlanta Journal,* May 12, 1918.

[14] *Ibid.,* May 13, 1918.

[15] Henry Givens Baker, *Rich's of Atlanta. The Story of a Store Since 1867* (Atlanta, 1953), 206, 273; city directories, 1918-1933; "Garrett's Necrology." The Chamberlin-Johnson-DuBose Building, 1918-1931, is now, and has been for many years occupied by the Sterchi Furniture Company.

[16] Alvin F. Harlow, *Old Post Bags* (New York, 1928), 487.

[17] Cooper, *Fulton County*, 774.

[18] *Ibid.*, 774-775.

[19] Industrial Bureau, Atlanta Chamber of Commerce.

[20] *Atlanta Journal*, Dec. 1, 1918.

[21] *Ibid.*

[22] *Ga. Laws*, 1918, p. 137.

[23] *Atlanta Journal*, Aug. 16, 1918.

[24] *Ibid.*, Sept. 23, 1918.

[25] *Ibid.*

[26] Ruth Blair, "Rhodes Memorial Hall," *A.H.B.*, III (May, 1930), 3-4.

[27] Keller, *Dictionary of Dates*, II, 307-308.

[28] *Atlanta Journal*, Oct. 7, 1918.

[29] *Ibid.*

[30] *Ibid.*, Oct. 27, 1918.

[31] "Garrett's Necrology."

[32] *Atlanta Journal*, May 13, 1918.

[33] "Garrett's Necrology."

[34] Cooper, *Fulton County*, 382.

[35] *Atlanta Journal*, Jan. 28, 1918.

[36] *Ibid.*, Feb. 15, 1918.

[37] *Ibid.*, Jan. 28, Feb. 6, Feb. 27, 1918.

[38] *Ibid.*, May 11-12, 1918.

[39] *Ibid.*, May 30, 1918.

[40] *Ibid.*, May 31, 1918.

[41] Thomas A. Ripley, "Uncle Sam's Big Repair Works at Camp Jesup," *Atlanta Journal Magazine*, July 28, 1918.

[42] *Atlanta Journal*, Sept. 19, 20, 23, 1918.

[43] *Ibid.*, Oct. 10, 1918.

[44] *Ibid.*, Oct. 26, 1918.

[45] *Ibid.*, Oct. 13, 1918.

[46] Cooper, *Story of Georgia*, III, 469.

[47] *Ibid.*

[48] *Ibid.*, 469, 471.

[49] *Ibid.*, 471.

[50] Quoted *ibid.*, 472-473.

[51] *Atlanta Constitution*, June 2, 1940; Herman Hancock. "When Mars was God at Camp Gordon," *ibid.*, Aug. 8, 1937.

[52] Quoted, Cooper, *Story of Georgia*, III, 479.

[53] *Ibid.*, 479.

[54] The present writer, then a sixth grade pupil of Tenth Street School, well remembers the dramatic moment about 11 o'clock, when the Principal, Miss Ellie Dunlap appeared before the class, with tears of joy running down her cheeks and making the simple announcement: "Children, the war is over. You may go home now."

[55] *Atlanta Journal*, Nov. 13, 1918.

[56] *Ibid.*, Nov. 11, 1918.

[57] *Ibid.*

[58] *Ibid.*, Dec. 4, 1918.

[59] Ruth Blair, "Atlanta's Monuments," *A.H.B.*, XXXIII (Oct. 1940), 277.

[60] Cooper, *Fulton County*, 812-813.

[61] Cooper, *Story of Georgia*, III, 465-466.

[62] Bert E. Boss, comp., *The Georgia State Memorial Book, Adopted as the Official Record by the Military Department, State of Georgia* (Atlanta, 1921), 66-67; *Cf.* Candler, *DeKalb County*, 30, in which are listed the following additional De Kalb County men: Sidney Scales, Stone Mountain; Lt. John W. Anderson, Emory University, Mance Clark, Decatur; John E. Cothran, Stone Mountain; William Courtney, Kirkwood; William Petty, Decatur; Robert J. Tidwell, Stone Mountain; Peyton Thompson, Lithonia; Leroy Goss, Lithonia; Lt. Harold Byrd, Decatur; H. W. Grady Simpson, East Lake, and Marion Footman Wilson, Decatur, all of whom died in the service.

[63] Boss, comp., *The Georgia State Memorial Book*, 85-94; *Cf. Atlanta Journal*, Mar. 23, 1919.

CHAPTER 97

1919

THE municipal primary of July 10, 1918, was featured by a four-cornered race for the office of mayor to succeed Asa G. Candler, and to serve during 1919 and 1920. Aspirants to the position were the old perennial, James G. Woodward, who had first served the city as mayor nearly 20 years before, in 1899; Dr. Louie N. Huff, an optician; Edward H. Inman, and James L. Key, a former unsuccessful candidate.[1]

Apparently Woodward had lost his touch, for when the votes had been counted he emerged as a poor third. Key led the field, but did not obtain a majority of all votes cast, necessitating a runover between himself and Edward H. Inman, who came in second. Inman, however, settled the matter immediately by withdrawing, thus assuring Key of the office without the necessity of a run-over. In withdrawing, Mr. Inman said:

> "I am withdrawing first, because Mr. Key was so nearly nominated in the primary that he really deserved victory; second, because I am persuaded a run-over for mayor is not for the best interests of this community; and, lastly because I have never been a believer in the law which requires a candidate to poll a majority of all the votes cast."[2]

The Mayor-elect was a De Kalb County farm boy, having been born on South River, the son of Dr. T. T. Key. All of his boyhood was spent on the farm, from which he made frequent trips to the growing city of Atlanta with wagonloads of farm produce. Before he was 20 he entered Emory College, and in 1888 he was graduated with first honors. Following graduation he taught school for a short time at Blackshear, Pierce County, and then came to Atlanta and studied law under the late Judge Rufus T. Dorsey. His entrance into city politics came in 1902, when he was elected to council from the Sixth Ward. While subsequently serving as alderman from the same ward he was chairman of the committee that saw to the clearing of Atlanta's water during the historic "muddy water" period of the city. He established the probation system in Atlanta and also civil service for the police department.[3]

Aside from councilmanic posts, only three ministerial offices were at issue in the primary of 1918. City Recorder George E. Johnson was opposed by J. L. Vickery, Murphy M. Holloway and J. H. Leavitt. In a run-over between Johnson and Vickery, the former retained his office. Four candidates, S. C. Glass, Marcus C. Strickland, W. T. McCullough and W. W. West, made the race for city warden. In a run-over between Glass and Strickland, the latter won the post. Henry L. Collier, chief of construction, was opposed by H. Nym Hurt, but was returned to office by a majority of 1155 votes.[4]

There were two races for city alderman. Charles R. Garner, a retail furniture dealer, defeated J. D. Sisson for the Fifth Ward post, and Nelson T. Spratt prevailed over Carl Dolvin for Tenth Ward alderman. The four winning candidates for councilman, were:

Second Ward, Dr. A. H. Cochran.
Third Ward, Joseph C. Little.
Fifth Ward, J. Allen Couch.
Tenth Ward, C. T. Bailey.[5]

A proposed bond issue in the amount of $800,000, earmarked for waterworks improvements and extensions, additional motorized fire equipment, electric plant at the crematory, and a new building for the Cyclorama and a museum at Grant Park, failed of passage. It was not a question of failure to approve the issue, but rather of failure to go to the polls. There were 8757 votes cast in the bond election and if every one of them had been in favor of the bonds the issue would have failed, for 9230 votes (two-thirds of total registration) were necessary to insure its passage. Hundreds of registered voters were absent in training camps, other hundreds out of town on business and according to officials in charge of the bond campaign, there were numbers of mechanics and railroad men who were not here to cast their ballots.[6]

By Act of the Legislature, approved August 19, 1919, a new ward, the Eleventh, was created. The old Ninth Ward, bisected north and south by the Georgia Railroad, had become unwieldy. Consequently all that part of the Ninth lying south of the railroad was cut off into the new ward, which also absorbed the eastern part of the Third Ward, bounded on the west by Pearl Street; south by Killian Street; east by the A. & W. P. Belt Line, and north by the Georgia Railroad. The Eleventh Ward was first represented in council in 1920. Its initial spokesmen were Alderman J. Lee Carpenter, a real estate man, and Councilmen Joseph C. Murphy, a lawyer, and Jacob H. Olson, a railroad car inspector.[7]

In his opening message to council as he took office early in 1919, Mayor Key said:

"In undertaking to conduct the city's affairs at its difficult period, we are fortunate in succeeding Mayor Candler and the general council of 1918, who have conserved the city's resources well and have applied them wisely, honestly and fairly. We are fortunate also that, as the city government of 1918 is emerging from the gloom of war conditions, we are entering upon our duties in the joy of a swiftly returning peace, a peace persuaded upon a warring world by the overpowering logic and masterful spirit of America's wonderful President, Woodrow Wilson; a peace that was worthily won, and in the winning of which, we are proud to say, Atlanta responded quickly, fully and nobly to every demand that was made upon her." Mayor Key added that the community problems of peace would be almost as serious as those of war and a general readjustment of affairs must take place.[8]

The mayor was certainly correct in his statement that serious problems loomed ahead. And in solving many of them the city father's had the active aid and cooperation of the Chamber of Commerce, headed during 1919 by Samuel C. Dobbs, vice-president, and after mid-September, president, of The Coca-Cola Company.

The year 1919, in Atlanta, as throughout the world, was one of reconstruction. The fighting in France had ceased with the armistice of November 11, 1918, but war conditions still prevailed. Army camps were filled with returning soldiers and sailors, seeking employment and awaiting reintegration into civilian life. Indeed, for three months of 1919, the Chamber of Commerce, in cooperation with other agencies, conducted an employment bureau for returned service men, placing more than 80 per cent of the 150 men interviewed.[9]

During April, 1919, the national Victory Loan campaign opened. Throughout the country it was realized that the bonds offered would not be so quickly snapped up by the public, which no longer had the pressing inspiration of a shooting war. At the request of Atlanta bankers the Chamber of Commerce assumed the task of selling the loan to the Atlanta public, and with Forrest Adair as general chairman, the loan went over the top by $350,000 more than the city's quota of $11,000,000.[10]

Another problem faced in 1919 was a strong movement to transfer the capital of Georgia from Atlanta to Macon. The proposal had come up before but this time it was strongly backed by the newspapers and legislators of the "Central City" and supported actively by several counties adjacent thereto. The fight against removal was led by the Chamber of Commerce through a strong committee composed of W. D. Ellis, Jr., chairman; Jack J. Spalding, Wilmer L. Moore, D. F. McClatchey, and Forrest Adair. Atlanta emerged victorious.[11]

While national suffrage for women did not become an actuality until passage of the nineteenth amendment to the constitution in 1920, Atlanta women obtained the right to vote locally during the preceding year. It was the result of long sustained effort.

The City of Columbus saw the first organized effort for equal suffrage in Georgia back in 1890, though the action was soon followed by a similar effort in Atlanta. Through the years many efforts were made to induce the legislature to enfranchise the women and several Atlanta councils were urged to allow women to vote in city elections. All to no avail. Finally, in May, 1919, a group led by Mrs. Mary L. McLendon, known as the "Mother of Suffrage Work in Georgia," besought the Atlanta City Democratic Executive Committee to allow women to vote in the city primary. The concession was made.

Thereupon was formed a "Central Committee of Women Citizens," for the purpose of getting women to register and vote. Members of the committee made a house to house canvass and succeeded in getting about 4000 women to register. They voted for the first time in the city primary of September, 1919. Miss Eleanore Raoul, now Mrs. Harry L. Greene, served as president of this original organization of women voters, which functioned in all city wards. In November, 1919, the organization became the Atlanta Woman Voters' League, and subsequently the Atlanta League of Women Voters, now affiliated with the national league. This organization augments the valuable work of several local clubs that strive to acquaint all eligible voters with the issues involved, and to stimulate active participation in elections.[12]

About the time the local women secured permission to vote, Atlanta housed what was probably the best organized and most flourishing underworld in its history. Known as the "bunco ring," and headed by Floyd P. Woodward, native Atlantan and former drug store clerk, it operated profitably during the winters of 1918, 1919 and 1920. Principal victims of the ring were wealthy or moderately well-to-do residents of Northern States on their way to Florida for the winter months. While the racket had many angles, perhaps the best known was the "fixed" horse race in which the victim was led to believe he could share in a take on a race that couldn't possibly go wrong. An elaborate set of props was used in this build-up, and the idea was to let the sucker win a small amount and then take him for his savings on the next race.

The searchlight of public and law enforcement scrutiny was cast upon the bunco ring in April, 1919, when at 8:30 P.M. on the 2nd Edward P.

"Ed" Mills was found shot to death on the ninth floor of the Ansley Hotel. Mills, member of an old and respected Atlanta family, was a man about town, a known gambler and an alleged associate of Woodward in the capacity of a "steerer." Seventeen hours after the shooting, Woodward, accompanied by two attorneys, walked into the office of Police Chief Beavers to give himself up. He admitted to killing Mills, but claimed self defense. Less than 24 hours later he was exonerated by a coroner's jury, much to the disgust and surprise of the then coroner, Paul Donehoo.

Given his liberty, Woodward, then 28, escaped the prospect of prosecution in the Mills death—until a Fulton Grand Jury decided to indict Woodward and others on a murder charge some months later. The joint indictment charging Woodward and several others with the murder, was returned December 21, 1920. Just a month earlier, on the night of November 20, Solicitor-General John A. Boykin, his chief investigator, Plennie Miner, and nearly a dozen deputies staged a surprise raid on a gambling house, allegedly operated by Woodward on Central Avenue just below Alabama Street.

Luck was with Woodward that night. He was absent, having left the place in charge of several "lieutenants." While the solicitor and his aides placed numerous crap table and poker game players and those in charge of the place under arrest, word reached Woodward that the raid was in progress. From that night hence, for 20 years, Woodward remained absent, his whereabouts a profound mystery.

But the Central Avenue raid touched off a bunco-busting spree of spectacular proportions. Woodward, whose flight was to lead from Atlanta to Australia and back to California, was to be indicted on over a dozen counts of larceny after trust, gaming, larceny from the person and related state charges, in addition to the numerous Federal charges already being readied against him.

The affair also caused a noticeable stir in local politics. Several police officers were accused of protecting the ring's activities, and Walter A. Sims was elected mayor in 1922 largely on a platform which promised to "make Atlanta as clean as a hound's tooth." Police Chief James L. Beavers, with a hectic career already behind him, was ousted by the Sims' administration, but later was reinstated by the courts. The late Chief of Detectives, A. Lamar Poole, later exonerated, was demoted and placed in the tower at Five Points to work traffic, then a hand, rather than an automatic light operation.

Meanwhile the search for Woodward continued relentlessly. It remained for a postal inspector, Herbert N. Graham, known as "The Hawk," to make the catch in 1940 at Monrovia, California, where Woodward was living as a respectable citizen with a second wife and an adopted daughter. He was brought back to Atlanta on a federal warrant charging mail fraud, for which he served two years and eight months in the local Federal Penitentiary.

Upon his release, the long dormant murder indictment was pulled from the files of the Fulton County Superior Court, and Woodward was placed on trial before Judge Edgar E. Pomeroy for the killing of Edward P. Mills 24 years before. Found guilty, with a recommendation of mercy, the erstwhile "Bunco King" was given a life sentence. He was placed on parole by the State Board of Pardons and Paroles on June 12, 1947, and returned to California where he died at 60 in early 1952.

The 1943 trial of Floyd Woodward recreated an era in Atlanta as dead as the Becker-Rosenthal period of New York's tenderloin. The names of his associates, like ghosts of the past, came up for discussion—Walter Clyde Smith, Mark Tillery, Jay "Old Dad" McBride, Abe Powers, Military Brown. Smith was missing. Tillery, generally credited with the slaying of Bert Donaldson, an investigator for Solicitor Boykin, in the Georgian-Terrace Hotel during a terrific thunderstorm in 1926, was dead. So was "Old Dad" McBride. Old age got him—stilling the supple fingers which used to manage the dice and the little whirling ball in the old San Souci Hotel at 59½ Cone Street. Military Brown was missing and Abe Powers a fugitive. He escaped to England once, was brought back; escaped again, and in driving away ran down and killed John Williams, lifer at Milledgeville prison as the convicted proprietor of the notorious Jasper County "Williams Murder Farm." The 1943 trial of Floyd Woodward was a delayed act in a drama long since vanished from the stage.[13]

Fulton County's official family welcomed three new members in 1919, when J. Low Zachry succeeded C. S. Robert as surveyor; Paul S. Etheridge succeeded T. J. Hightower as a county commissioner, and John D. Humphries succeeded Benjamin H. Hill as a Superior Court judge. Judge Humphries, a member of the local bar since 1893, was born in Clayton County, near Hapeville, in 1873. He was to serve the cause of local justice in an able and distinguished manner for nearly a generation, until his death, on October 22, 1942.[14]

The present sanctuary of the First Presbyterian Church, abuilding since 1915 at the northwest corner of Peachtree and Sixteenth streets, was completed in early 1919, and, on April 6 of that year was dedicated. The pastor, Dr. J. Sprole Lyons, preached the dedicatory sermon, at the close of which the congregation assembled on the lawn to witness the planting of the dedication oak. The entire amount spent for lot, buildings and organ, up to that time, was $230,263.[15]

In 1922, the First Presbyterian Church was extended radio facilities by pioneer Station WSB, thus becoming the first church in the South to have regular Sunday morning services broadcast. An expansion program, begun in 1928, and extending through 1929, resulted in completion of the church tower. On December 21, 1930, a magnificent carillon of fifteen bells was presented to the church by E. P. McBurney, in memory of his parents, James C. and Lucinda M. McBurney. During the following year, on July 15, the handsome Winship Memorial Chapel, given by the family of the late Charles R. Winship, was opened for use of the congregation.[16]

No church in Atlanta is adorned with more beautiful stained glass memorial windows than is the First Presbyterian. The general theme of the windows is The History of the Church from the Abrahamic Covenant to the Glorious Consummation at the Second Coming of Christ. These enduring sermons in stained glass were conceived and proposed by the Rev. J. Sprole Lyons, pastor from 1914 to 1936. They came into being through the generous hearts of devoted members. The windows were executed by capable artists—The Tiffany Studios, of New York; the D'Ascenzo Studios, of Philadelphia; and the Willett Studios, also of Philadelphia. The window subjects and their donors are:

The Abrahamic Covenant, Frank P. Phillips.
The Law, The Psalms, The Prophets, George W. Harrison estate.

The Advent, Mrs. D. R. Peteet.
Christ's Life and Ministry, Mr. and Mrs. Ernest Woodruff.
The Passion, Mrs. William T. Healey.
The Resurrection, Mrs. John W. Grant and Mrs. Hugh Richardson.
The Ascension, Mrs. Samuel M. Inman.
Penticost, W. R. Hoyt and family.
Christian Martyrs, Mrs. James D. Robinson and Mrs. Gordon P. Kiser.
Christian Missions, given by the Congregation "as a tribute to a faithful pastor and his beloved wife," Dr. J. Sprole Lyons and Wallace Lillard Lyons.
Christ's Return, James D. Robinson.
Christ and the Children, Mrs. E. Bates Block.[17]

During the hectic days of 1917-1918, the National War Work Council sent two colored secretaries to work with Negro soldiers and their families in the Atlanta area. They wrote letters for soldiers and conducted a community center where relatives of soldiers and their families might come for information and direction, and help in the execution of legal documents in connection with insurance, etc.

These women so impressed themselves upon the community that a request was made of the Central Y.W.C.A. by colored women to establish a local branch for Negro women and girls in Atlanta. Sentiment in favor of the organization had so spread that when a meeting was called on September 4, 1919, some 400 men and women, white and colored, assembled and registered their approval. The resulting organization was first called "The Blue Triangle." It was located on Piedmont Avenue, near Houston Street, with Mrs. Peter James Bryant, as president. Soon thereafter, upon the recommendation of Mrs. H. R. Butler, the name was changed to Phyllis Wheatley Branch, Y.W.C.A., honoring the 18th century Negro poetess, of Boston, Massachusetts.[18]

The woman's department of the *Atlanta Constitution* was headed in 1919, as it had been for a number of years, by the Dooly sisters, Isma and Louise, daughters of Martin H. Dooly, a pioneer Atlanta railroad man. During that year they invited Mrs. Bessie S. Stafford, granddaughter of one of Atlanta's earliest settlers, Major George Shaw, to work for them for a couple of months. The two-month connection lengthened into a generation. Several years ago "Miss Bessie" was asked to do a story on Atlanta's social life during the year she went to work for the Misses Dooly. The following is quoted from that interesting story, which recreates local-social life of 1919:[19]

". . Social Atlanta was just awakening from the quietude imposed by the war with Germany and the return of the Metropolitan Opera Company was heralded with delight. *Pagliacci, La Boheme, Aida, Faust* and *Cavalleria Rusticana* were presented that year. Golden-voiced Enrico Caruso brought his bride, beauteous and blondish Dorothy Benjamin Caruso with him, and she attended every opera in which he sang. On opening night she sat in Mr. and Mrs. W. L. Peel's box, being the cynosure of all eyes, dressed in black and blue tulle embroidered in jet, and wearing magnificent pearls.

"Box-holders were the Preston Arkwrights, Robert Maddoxes, John Grants, Phinizy Calhouns, W. H. Kisers, John Murphys, Albert Thorntons, Jack Spaldings, Eugene Blacks, Forrest Adairs, Hughes Spaldings, Milton Dargans, Edward Inmans, Cobb Caldwells, Andrew Calhouns, W. A. Speers, Clark Howells, E. P. McBurneys, Harry Atkinsons, and Frank Ellises.

"The social calendar was given an intravenus injection through the announcement that the debutantes would organize and have brilliant parties. Dorothy Haverty (Mrs. Lon) Grove was elected president of the Debutante Club, and the roster included Frances Dudley (Mrs. Boykin) Pennington, Emily (Mrs. Robinson) Head, Mary Faith Yow (Mrs. Gillespie) Adams, niece of Governor and Mrs. Dorsey, Julia Brantley (Mrs. Lawrence) Willet, Catherine (Mrs. Dickey) Snell, Charlotte, Meador (Mrs. Harold) Ebersole, Grace Goldsmith (Mrs. Charles) Cox, Sarah Schoen (Mrs. Freddy) Druggan, Virginia Hand (Mrs. Cason) Callaway, Margaret Vaughn (Mrs. George) Gelly, Emily West (Mrs. Byron) Morrison, Margaret Pratt (Mrs. Hooper) Bennett, Alice Orme (Mrs. Waldo) Mallory, Hallie Crawford (Mrs. Guy) Kenimer, Edgarta Horton and Marian Dean.

"It was the same custom back in 1919 for the debs to make their first appearance all together at the Hallowe'en Ball at the Piedmont Driving Club, with their escorts.

"The first time the writer was called on the carpet by kind and gentle Clark Howell, editor and publisher of the *Constitution* was prompted by a story concerning the debs. They decided to give a Black and White Ball at the Capital City Club to raise money for their pet charity, the Home for Incurables. The story came out with a two-column headline, saying the ball would take place at the Gate City Hotel, instead of the Capital City Club. . . .[20]

"Featured at the Black and White Ball was the graceful specialty dance by Nellie Dodd (Mrs. A. J.) Orme, Jr., noted for her portrayal of the terpsichorean art, and Arthur Murray, who was far from fame and fortune in 1919. Each day he left the Georgian Terrace carrying his little lunch basket to report for classes at Georgia Tech. It was in Atlanta that the inspiration came to him to teach his dancing methods by correspondence, a procedure which started him toward his million-dollar goal. Margaret Bryan (Mrs. Evans) Joseph danced the stately Black and White Waltz with Senia Solomonoff, and Mary Adair Howell (Mrs. F. M.) Bird danced with Logan Pratt. Those 10-year-olders, Emily Davis (Mrs. Allen) Albert, Telside Pratt (Mrs. Douglas) Matthews, Florence Eckford (Mrs. Howard) Fortson, Pauline De Give (Mrs. Marshall) Wellborn, dressed as Pierrettes, gave out the programs.

"High fashion for femininity called for skirts touching high topped laced or button shoes for daytime, and extremely pointed pumps ornamented with big buckles for afternoon wear. Close-fitting turbans, peg-top dresses, wide-brimmed velvet and duvetyn hats embroidered in gold and silver threads, pocketbooks suspended from bracelets and satin dresses were all the rage.

"The Saturday evening dances at the Piedmont Driving Club attracted socially inclined Atlantans all the year round. Summertime gaities beckoned society to the terrace at the Driving Club and the roof garden at the Capital City Club. Tea dances were slipped in for good measure during the midweek at both clubs. Society beat a steady path to the Sunday-concert dinners at the Brookhaven Country Club, and was lured to swim and row in the lake.

"Garden clubs were non-existent and no Legion Auxiliary units had been formed. Dances for officers were going strong at the Atlanta Woman's Club on Baker Street, and each young lady attending had to present her admission card at the door.

"Everyone was on tiptoe to meet Mrs. Alvin York, wife of Sgt. Alvin York, hero of World War I, when she was given a reception at the Woman's Club.

She wore a blue dress and a black velvet picture hat. It rained in torrents and her hero husband was prevented from visiting Camp Gordon, where he trained to capture so many Germans.

"At the first after-the-war dinner-dance of the Nine O'Clocks at the Piedmont Driving Club, the president, Lynn Werner, led the grand march with Mrs. Margaret Whitman Lakin. Snappy-looking General John J. Pershing, commander of the American Expeditionary Forces in World War I, came here on a tour of inspection of Army camps. On Col. Thomas S. Bratton's committee to greet him were Mrs. S. M. Inman, Mrs. Albert E. Thornton, Mrs. John W. Grant, and Mrs. James L. Dickey, women who had rendered distinguished war service. Gen. Pershing awarded the Croix de Guerre with a bronz star to Rosalie Howell for her four-year service in French hospitals during the war. Imagine the excitement when Gen. Pershing appeared at the debut party of Virginia Hand (Mrs. Cason) Callaway, given by Dr. and Mrs. Thomas P. Hinman at the Driving Club.

"Out at the *Wren's Nest,* the home of the immortal Joel Chandler Harris, the crowning of the May Queen, Margaret Massengale (Mrs. Charles) McClain, took place at an auspicious ceremony. A surprise birthday party held sway at *Pinebloom,* the Preston Arkwright residence, with Dr. Glenville Giddings as honor guest and the ring-master of the circus in which Blanche Divine (Mrs. Inman) Gray, Preston Arkwright, Alfred Newell and Lee Ashcraft were the performers.

"Although the war was at an end, the Red Cross appealed for sewers and knitters to report at the Peachtree headquarters to make garments for sufferers in war-torn Europe. Victory Bonds were sold by speakers talking from trucks stationed at vantage points in downtown Atlanta.

"The Junior League was in its babyhood but the second president, Mrs. Edwin A. Peeples, was bringing the organization activities to the fore. She staged a vanity bazaar at the Georgian Terrace, and guided the destiny of the Junior League Follies when Alline Fielder Phelan danced with Captain George L. Harrison, of the 82nd Division. . . .

"Prominent Atlantans sniffing orange blossoms when they embarked on their matrimonial voyage back in 1919, included Dorothy Arkwright and Dr. Glenville Giddings, a captain in the Medical Corps in the First World War. The white-satin-clad bride wore the cameo surrounded by pearls given her maternal grandmother on her wedding day by the late Senator Alfred H. Colquitt, her maternal grandfather. . . .

"Dr. Floyd W. McRae journeyed to Chicago to claim Eleanor Stout as his bride at the Gold Coast mansion of the Frank Stouts. The senior Mrs. Floyd McRae introduced the junior Mrs. McRae to her friends at a reception at her Peachtree Street house next door to the [present] High Museum of Art.

"A duo of weddings creating great interest, took place in the Ponce de Leon apartment of Mr. and Mrs. Frank Hawkins, when Margaret Hawkins became Mrs. Charles W. Tull, shortly before her sister, Louise Hawkins, and William Augustus Smith became as one. Mary Stewart pledged her troth to Frank Carter at a home ceremony in Druid Hills. Ann Patterson met Glenn Ryman at the altar in North Avenue Presbyterian Church to pledge her devotion before a fashionable gathering of relatives and friends. Elizabeth Tuller was transformed into the junior Mrs. William Perrin Nicolson.

"At the Ritz Hotel in Paris, France, wedding bells chimed for Flora Bewick to marry Gen. Wallace Wright, the dashing Englishman whom she met when she responded to the patriotic call from the American Red Cross for workers to go to England during the war. Mrs. E. T. Donnelly gave her titian-haired daughter in marriage, and afterward the Wrights established residence in London. Dorothy High became Mrs. Dennie Peteet at the Peachtree Street mansion of Mrs. J. M. High, before she gave it to Atlanta for the High Museum of Art. The Charles Winship residence on Peachtree provided the setting for the ceremony uniting Frances Winship and George B. Raine. Margaret McCarty embarked on the sea of matrimony at a home ceremony with Harry A. Toulman, the young Lochinvar who came out of the West, from Dayton, Ohio.

"Lt. Cmdr. Robert H. English, USN, commander of the U-Boat O-4 during the war, claimed Eloise Walker for his bride at a home service. Dr. William E. Campbell, Jr., fell in love with Frances Rowland, of Mount Vernon, N. Y., when she visited her aunt, Mrs. Forrest Adair, Sr., and they embarked on the matrimonial sea in the autumn of 1919. Margaret Phillips and Dr. Montague Boyd repeated their wedding vows at home rites in La Grange. Isabel Thomas laid aside her newspaper work as head of the society department of the *Atlanta Journal,* to marry Gordon F. Mitchell, uncle of Margaret Mitchell, famed author of *Gone With the Wind.*

"Langdon Quin went up to Chattanooga to claim Eugenia Caldwell for his bride. Bolling Jones, Jr., went to Athens to wed Dorothy Hodgson after their engagement was announced in 1919. Roy LeCraw, later to be mayor of Atlanta, married Julia Adams in Jacksonville, Fla., and they established residence here.

"Marcelle Stanton, only daughter of Frank L. Stanton, poet laureate of Georgia, married Percy Magahee. When Alice Muse became Mrs. Marshall Diggs, Atlanta gave her up to Dallas, Texas, where Mr. Diggs was in business.

"The *Atlanta Constitution* was conducting its philanthropic policy to raise money to support 10 needy families selected by Associated Charities. It didn't take long for Fritzi Scheff, the noted musical comedy star, to captivate her masculine audience at a luncheon, and make them give out with hundreds of dollars to swell the coffers of the *Constitution's* charity project, when she sang *Kiss Me Again.*

"The silver medal of honor was given Mrs. Frances Gordon-Smith by the French government for services rendered in hospitals during the war. Mrs. James L. Dickey received a silver vase for her valiant work in the Red Cross canteen, with Mrs. Robert C. Alston as her right hand bower. Mrs. Lollie Markham Pickett returned from France where she worked with the Red Cross in Paris. Mrs. Preston S. Arkwright was on the advisory board of the American Red Cross. Mrs. John W. Grant was on the woman's bureau of the Red Cross, and Mrs. S. M. Inman headed the Georgia Council of Defense. Mrs. Mell Wilkinson was official hostess of the Salvation Army recreation room at Camp Gordon.

"Gov. and Mrs. Dorsey gave a dance at the Capital City Club to introduce their debutante niece, Mary Faith Yow (Mrs. Gillespie) Adams, to Atlanta society. When Dorothy Haverty (Mrs. Lon) Grove made her debut at the Piedmont Driving Club, she led the march with Gov. Dorsey.

"Mrs. John K. Ottley was Democratic national committeewoman for Georgia, and pleaded for government of the people, for and by the people, as well as for true American citizenship at a crucial time in American history. The Georgia Federation of Women's Clubs indorsed President Woodrow Wilson's League of Nations.

"The Sigma Delta sorority was non-existent, but Mary Nevin (Mrs. T. N.) Bradshaw was president of O.B.X. Sarah Orme (Mrs. William) Huger, piloted the Phi Pis, and Margaret MacIntyre (Mrs. Gaston) Gay was Pi Pi leader. Margaret Mitchell (Mrs. John) Marsh was president of Washington Seminary Alumnae, and maybe she had in mind then the plot of her famous book. Society's would-be movie actresses contributed their talent and glamor toward filming the silent moving picture of *Making Her His Wife,* a story by Corra Harris. It was filmed on the George Adair lawn in Druid Hills and Vivian Martin was the star. Mary Murphy (Mrs. Julian) Robinson, Wickliffe Wurm (Mrs. James) Harrison, Maude Perkins (Mrs. Robert) White, Gladys Byrd (Mrs. Lansing) Shield, Louise King (Mrs. Julian) Thomas, and Helen Rhorer (Mrs. John R.) Simpson, appeared in the movie.

"Isma Dooly's editorial on *To Eat or Not to Eat,* turned out to be a problem regarding women's figures. Medora Field (Mrs. Angus) Perkerson had her first story, *The Christmas Spirit Speaks,* accepted by the *Woman's Home Companion.* The Come Again Club was composed of Mr. and Mrs. Harvey Phillips, Mr. and Mrs. William H. Glenn, Mr. and Mrs. Alfred Newell, Judge and Mrs. Walter Colquitt. One of the first parties given after the first World War had Mrs. Phinizy Calhoun as hostess. She entertained at her new home on Andrews Drive for her sister, Mrs. Stephen Watts, of Charlottesville, Va., and the newspaper account regarded it as the first party where the women "dressed up."

"Isoline Campbell McKenna[21] and Sara Bell returned from Europe, where they worked with the Y.M.C.A., in answer to the call for workers in foreign service among Allied soldiers. Mrs. Nellie Peters Black died in office while president of Georgia Federation of Women's Clubs and was succeeded by Mrs. J. E. Hays.[22]

"Captain James W. English, an outstanding banker and citizen of Atlanta, observed his 82nd birthday anniversary that year at his Cone Street brick residence. Emily Robinson Head, his granddaughter, was presented to society at his home, and stood on the same spot in the drawing room where her mother, Emily English (Mrs. James D.) Robinson made her debut.

"The Henry De Gives and their daughter Pauline (Mrs. Marshall) Wellborn went to Washington, D. C., to participate in social ceremonies for King Albert and Queen Elizabeth of Belgium. Mr. De Give was and is consul for Belgium, an honor he inherited from his father.

"Mary Murphy (Mrs. Julian) Robinson was on the Y.W.C.A. board of directors. Harriett McDaniel (Mrs. Rembert) Marshall belonged to home nursing section of Red Cross; Marian Stearns (Mrs. Edgar) Upton engaged in hospital work at Fort McPherson, and Eloise Robinson (Mrs. Harry) Bewick was a faithful worker in Red Cross activities. . . ."

On Sunday evening, November 23, 1919, Vice-President of the United States Thomas R. Marshall was the guest of Atlanta, and made a speech at the auditorium, primarly for the benefit of the Loyal Order of Moose, of which he was an active member. It was on this occasion that a cruel hoax was perpetrated, a hoax that created a dramatic scene and doubtless left in the distinguished visitor's mind an unpleasant recollection of his Atlanta sojourn.

Possibly 2000 persons were assembled in the auditorium at 8 o'clock, when the Vice-President was introduced by Governor Dorsey. Mr. Marshall did not dwell long on fraternal matters, but, as expected, launched almost immediately into a discussion of the League of Nations and other momentous issues.

It was known that President Wilson was ill, and while the vice-president was speaking the thought probably came to everyone in the auditorium: "This is the vice-president of the United States. What sort of a president would he make? What would happen should President Wilson suddenly die and this man should take the reins of government?"

Midway the speech a pay station telephone near the custodian's office rang. It was answered by an employee. A man's voice said, "I want to speak to Vice-President Marshall." Told that this was impossible at the moment, the man on the wire said: "Tell him it's the Associated Press and that President Wilson's dead."[28]

The employee gave the message to a policeman in the lobby, and the two in turn went to the rear of the stage, beckoned to Charles J. Haden and gave him the message. Mr. Haden tiptoed from the rear of the stage and touched Marshall's arm. Most of those in the audience could not hear what was said, but instinctively they knew what that message was. Even while Haden caught Marshall's arm, men out of hearing distance were turning to each other with startled faces and whispering, "Wilson? Wilson?"

There was not a sound in the house as Mr. Marshall, listening to Mr. Haden, suddenly staggered a little, Mr. Haden lifted his voice to the audience.

"We have just had bad news," he said. "President Wilson is dead."

In the breathless hush that followed the words, Marshall was seen to lift his right hand, and was heard to speak.

"My friends," he said, "If this sad news is true, I cannot take up the burden of our great chieftan unless every patriot in the country will help me and pray for me."

He turned and walked off to the rear of the stage. Mr. Haden resumed his seat and the vast audience did not move. Governor Dorsey and Mayor Key, both on stage were shocked into silence. For almost five minutes deathly silence prevailed; then, here and there women began to sob, to take out their handkerchiefs, and men turned to one another, whispering and staring at each other with somber, fearful eyes.

Suddenly there was the moan of an organ. Charles A. Sheldon, Jr., city organist, had seated himself before the instrument on the stage and had begun to play *Nearer My God To Thee.* The solemn strains of the hymn that seems always to have been the accompaniment of the most tragic moments in the nation's history rose and fell while people bowed their heads, many of them praying.

Governor Dorsey then arose and called for a benediction, which was pronounced. The audience then scattered. Half of them left the auditorium at once, so that, within fifteen minutes, by telephone and by word of mouth, the false report had been spread to every part of the city. The rest stayed, breaking up into little groups about the building, waiting for more news.

In the office of the auditorium was a group that was truly excited. Mr. Marshall had called the office of the Associated Press and learned the falsity of the report. Attempts were being made to trace the original call, without success. Marshall was standing beside the telephone, shaken, but puffing vigorously on a long cigar, his hands rammed into his pockets.

"Well," he declared, "there's no use my staying here. Thank the Lord it isn't so! But whoever it was spoiled an awful good speech!"

The remark reacted on the crowd so that it burst into wild laughter. Marshall walked into the lobby, and joining his wife, was conducted to the Piedmont Hotel. There he issued a brief statement:

"I am infinitely relieved to know that the president is alive. It was a most cruel hoax to perpetrate on the audience and on me. I trust the guilty party will be apprehended."

Vice-President J. Epps Brown, of Southern Bell, made every effort to trace the call. Governor Dorsey announced that the State would pay a $100 reward for information leading to the arrest of the caller. Dr. Sage Hardin wrote a letter to the Chamber of Commerce, denouncing the hoax as a "Red" trick, and sending his check for $25 toward a fund for the apprehension of the perpetrator.[24]

Insofar as the present writer knows, the caller was never identified, nor was a satisfactory motive ever established.

It is certain that few Atlantans were aware, on April 1, 1919, that a young war veteran, still in uniform for lack of other clothing, was founding a local business destined to become a multimillion-dollar organization with plants stretching from coast to coast. Yet, such was the case.

Isadore M. Weinstein entered army service shortly after the United States entered World War I, and was soon sent to France. There, in August, 1918, he was wounded in action and of necessity spent some time in hospitals. He had plenty of time to think during this interval and conceived an idea for a linen service. So it was that on April 1, 1919, he set up shop in a 10 x 12 foot room in the rear of an old residence on Walker Street, a thoroughfare once noted for its comfortable homes.

The new firm, then called the Atlanta Linen Supply Company, was launched on a total capital of $1700, of which $1500 was furnished by Mr. Weinstein and the other $200 by Herman Gross, an associate, both then and now. Through the years, by dint of hard work on the part of Founder Weinstein, Mr. Gross, A. J. Weinberg, J. B. Jacobs, Milton and M. N. Weinstein and Sidney H. Vicknair, present officers of the firm, the business grew into the National Linen Service Corporation, with headquarters at 445 Highland Avenue, NE. By 1947 National Linen had plants throughout the southeast as far north as Norfolk and Louisville; in Dallas, Fort Worth and Houston, Texas, and in San Francisco and Los Angeles. That year sales ran to $1,550,000 per week. A total of 4932 employees shared in an annual payroll of nearly $9,000,000. Seven hundred and fifty-three trucks served 250,000 customers who were using 735,930 pieces of linen.

The service offered by National Linen is unique, a service separate and distinct from conventional laundries, covering its own individual field from its own plants and through its own distribution system. Now, the towels you use in public restrooms, the uniforms worn by waitresses who serve you, and perhaps even the tablecloths in your favorite restaurant are likely to be from National Linen. The service also extends to linens used by grocers, by doctors and dentists, beauty parlor operators, hotels and no end of other professionals and occupations.

And it all began just after World War I in Atlanta, with an idea, a few dollars, a ramshackle home, and a man with vision and a determination to succeed..[25]

A few months after ex-soldier Weinstein embarked modestly in the linen supply business a much older local enterprise formed the basis for the largest commercial transaction in Atlanta's history and one of the largest in the entire South, before or since. The Candler family sold The Coca-Cola Company for $25,000,000. Sale of the Company was announced by the *Constitution* on August 22, 1919:

"COCA-COLA COMPANY BOUGHT BY ATLANTANS.

TRUST COMPANY OF GEORGIA GETS THE NATIONAL DRINK.

"In a record-breaking transaction involving nearly $30,000,000 The Coca-Cola Company of Atlanta has been purchased by the Trust Company of Georgia, an Atlanta financial institution, associated with eastern capital [Chase National Bank and Guaranty Trust Company], and within a short time it is announced that a new company will be organized under a Delaware charter, after which a large amount of the stock of the new corporation will be offered to the public. . . .

"While the charter of the new corporation has been applied for in an eastern state, it is stated that the offices of the new company will be located in Atlanta, and notwithstanding that the Trust Company of Georgia will take over the old company, it is declared that the members of the Candler family, now holding large blocks of stock in the present company, will also share largely in the new corporation. It is announced also that there will be no change in the active management of The Coca-Cola Company.

"The basis upon which the shareholders of the present company will be remunerated for their stock will be the issuance to them of $10,000,000 in preferred stock of the new concern, and the payment of something more than $15,000,000 in cash. . . .

"Attending to the negotiations for the Trust Company of Georgia from the New York end were Ernest Woodruff, president, and William C. Wardlaw, vice-president, while the Atlanta situation was looked after by J. J. Goodrum, manager of the bond department. . . ."

By 1919 Asa G. Candler, creator of The Coca-Cola Company, was growing old and a bit tired. A year or two before he had turned his controlling stock interest in the Company over to his five children, in equal shares, retaining only a few shares in his own name. Accordingly the five children, Messrs. Charles Howard, Asa G., Jr., Walter T., and William Candler, and Mrs. Henry C. Heinz, together with Judge John S. Candler, Samuel C. Dobbs, Frank M. Robinson, and Samuel L. Willard, represented the majority ownership at the time the sale was consummated, on September 12, 1919.[26]

The new company was reincorporated in the State of Delaware. Five hundred thousand shares of stock were issued and offered to the public at

$40 per share. Charles Howard Candler, eldest son of the founder and formerly president, became chairman of the board of the new company; Samuel Candler Dobbs became president, and William Candler continued as secretary and treasurer. Headquarters remained in Atlanta, and during August, 1920, the nucleus of the present building at North Avenue and Plum Street was occupied.[27]

The original directorate of the new company was composed of Ernest Woodruff, president of the Trust Company of Georgia; Eugene W. Stetson, vice-president, Guaranty Trust Company, New York; Charles H. Candler and Samuel C. Dobbs, Atlanta; Harold Hirsch, counsel for the Company, Atlanta; E. V. R. Thayer, president, Chase National Bank, New York; William C. Bradley, president Eagle & Phoenix Mills, Columbus, Georgia; Louis K. Leggett, president United Drug Company, Boston; W. E. McCaw, president Procter & Gamble Distributing Company, Cincinnati; Thomas K. Glenn, president Atlantic Steel Company, Atlanta; James H. Nunnally, president the Nunnally Company, Atlanta; Robert W. Atkins, president and director Punta Alegre Sugar Company, Boston; Merrill H. Callaway, of the Guaranty Trust Company, New York, and William C. D'Arcy, president D'Arcy Advertising Company, St. Louis.[28]

The $25,000,000 purchase was a national and international story, but for the South, and more especially Georgia, where Coca-Cola had its origin, it was a sensational topic of conversation. Local pride magnified the deal to a proportion best expressed by a Negro porter at the Trust Company of Georgia.

"Mister Ernest," he said, "done moved dis heah Wall Street down to Atlanta."[29]

"Mister Ernest," as he was referred to by the porter, was indeed the moving spirit in the transaction. Wrote Ralph McGill in 1951:[30]

"Purchase of The Coca-Cola Company caused a host of eyes which had never before looked his way to appraise Ernest Woodruff. They saw a man wrapped almost always in silent thought and the smoke of a cigar. Some said of him that he was ruthless, but he was merely impatient of inefficiency or waste. He was not an easy man to know. He did have a keen sense of acquisition. He was brusque and frank in business matters; he was extremely gracious and hospitable in his home, and showed unswerving loyalty to his friends. He did not like to be a part of crowds. Yet, years later, he was to do more, perhaps, to hold his community together and was to save more families and to prevent more sorrow than any other man in the community.

"He was a devoted, faithful husband to a very sweet and gentle lady.[31] In his later years when she passed on, he revealed a side few knew. 'I never made a deal in my life,' he told a close friend, 'that I did not first talk it over with her and obtain her advice.'

"His frugality was at times exacting, and it left, therefore, a score of legends. Once he returned from a long business trip to find the Trust Company had installed the then new continental-type telephones, paying for them a premium of about 25 cents per phone per month. He ordered them out. It was just as easy, he said, to lift a receiver from a hook of the old-fashioned upright phone as to hoist it from the cradle of a continental-type. Within a few days the embarrassed executives were talking fluently into the old style. Once he and his friend and associate, Thomas K. Glenn, stuffed $1,000,000 in bonds beneath their undershirts in the privacy of a New York bank's directors room, took a taxi to the Pennsylvania Station, and the *Crescent Limited* to Atlanta, locked themselves in their drawing room, and thus saved $1000 in insurance costs. 'Every time we moved,' said Tom Glenn years later, 'we sounded like a graduating class unrolling their diplomas.' "

Despite something of a reputation for frugality and economy, Ernest Woodruff made many of his close associates rich, and with his genius for putting together successful business enterprises he performed an invaluable service to the community. He created literally hundreds of jobs for his fellow citizens, and he attracted needed capital to Atlanta, to Georgia, and the South.

For the first couple of years after its reorganization, The Coca-Cola Company sailed through some rough water, due largely to a most unstable sugar market. Samuel C. Dobbs resigned the presidency and was succeeded, in October, 1920, by Charles H. Candler, though he remained on the board of directors.[32]

Asa G. Candler and his associates, notably Sam Dobbs, Howard Candler and Frank Robinson, put legs on Coca-Cola. They transformed it from a local curiosity into a national drink. Then, in April, 1923, there was introduced upon the stage of the business of Coca-Cola a new president, young in years, who was destined to put wings on the product and convert it from a national to an international beverage. Robert Winship Woodruff remains today, a generation later, the guiding spirit of the corporation.[33]

He was born in 1889, at Columbus, Georgia, the eldest child of Ernest and Emily Winship Woodruff, and was brought to Atlanta as a child in 1893, when his father cast his lot with the rapidly growing city. His school days began at Edgewood Avenue public school, continued through Boys' High, G.M.A. and Emory at Oxford, though, as he says, G.M.A. was the only one he ever "finished."

Young Woodruff then took a job with the General Pipe and Foundry Company in Atlanta, as an apprentice at 60 cents a day. Next he went to the machine shop and later was given a job as stockroom clerk for the General Fire Extinguisher Company. From this job he was promoted to city salesman, handling mill supplies. About 1912 he was offered and accepted the job of purchasing agent for the Atlantic Ice & Coal Corporation, at $150 a month, and during that year was married to Miss Nell Hodgson, of Athens. The young groom was promised a raise, which didn't materialize, so he quit and got a job selling trucks locally for the White Motor Company. Here he began to hit his stride. Within a year he was Atlanta branch manager. Except for an interruption during World War I, in which he served in the motor corps, being honorably discharged with the rank of major, his rise with White continued. When he resigned to head the Coca-Cola Company, he was vice-president in charge of sales, with offices in both Cleveland and New York.[34]

In his first letter to his stockholders, in 1924, this passage appears:

"All of our equipment might be replaced more easily than could our good will. . . . Intrinsic worth of the product, good service in distribution, and vision for the future in the management are the safeguards of this good will."

The results envisioned by Mr. Woodruff required a team to give them reality. Two star performers were close at hand, both men of unique abilities. Harrison Jones was born in Marion, Virginia, eldest of the three sons of Samuel D. and Elizabeth Harrison Jones, and moved to Atlanta with his parents in 1898. After a liberal formal education in the law, he began practice in an office next door to the well-known local firm of Candler, Thomson and Hirsch, where he was soon given an opportunity to handle various important legal matters for The Coca-Cola Company. In November, 1920, he became directly connected with the company as vice-president in charge of sales. Later he became executive vice-president of the company and finally, in 1942, chairman of the board, retaining the latter office until his retirement in 1952. Harold Hirsch, who died in 1939, was general counsel for the company, a nationally-known authority on trade-mark law and a business man of extreme breadth of vision. He was a native Atlantan, son of Henry and Lala Hutzler Hirsch, the father having been a co-founder of the well-known clothing firm of Hirsch Brothers in 1863.[35]

The team of Woodruff, Jones and Hirsch, aided by other able executives and a fine staff, many of whom are still actively connected with the business, accomplished results seldom attained by commercial endeavors. Indeed, the coordination in merchandising, advertising and distribution, backed by a quality product, led far toward a realization of the company's expressed ideal to place "a drink of Coca-Cola within an arm's length of desire—everywhere."

During its history of nearly threescore years and ten The Coca-Cola Company has been served by seven presidents: Messrs. Asa G. and Charles Howard Candler, Samuel C. Dobbs, Robert W. Woodruff, Arthur A. Acklin, William J. Hobbs and H. Burke Nicholson, the last named having been elevated to the office in 1952. With the exception of Mr. Hobbs, who was born in Wilmington, North Carolina, all were born in Georgia. Asa G. Candler, Dobbs and Acklin first saw the light of day in Carroll County; Charles Howard Candler in Atlanta, Woodruff in Columbus, and Nicholson in Richland.[36]

But Coca-Cola, once a national product, is now a global drink as well. Even before the outbreak of World War II, it was sold in some 70 foreign countries. The breadth of its appeal was demonstrated in the crucible of that war. In the 34 months from the landing in North Africa to the surrender in Tokyo Bay, 3,000,000,000 drinks were supplied to the armed forces overseas. Sixty-four emergency bottling plants were assembled, shipped, installed and operated in six active theatrers of war.[37]

Today, as since 1927, the bulk of the Company's business outside North America is under the jurisdiction of The Coca-Cola Export Corporation, a wholly owned subsidiary. More than 6,000 persons, nationals of all countries, are now employed in the production and merchandising of Coca-Cola outside the United States. The pattern of ownership of individual bottling plants throughout the world is developing similarly to that long in vogue in the land where Coca-Cola originated. Nearly 400 plants outside North America are locally owned and operated. New plants are being opened as rapidly as it is possible, in the countries concerned, to find nationals in whom are combined the attributes of capable management and adequate resources. "Within an arm's length of desire" has become a reality in 86 countries, territories and possessions throughout the world.[38]

Wars have raged, thrones have toppled, nations have risen and perished, the map of the world has been recast since a one-horse wagon rattled down Marietta Street in Atlanta during the late 1880's, carrying all there was of an infant enterprise in a single load on a lonely journey to a basement home. It took 58 years, from 1886 to 1944, to manufacture and sell the first billion gallons of Coca-Cola syrup—only nine for the second billion. That mark was reached in April, 1953. The future of Atlanta-born Coca-Cola seems bright indeed.[39]

Throughout the years Coca-Cola has brought refreshment to its consumers, profits to the merchants who have sold it and wealth to its owners. Together with cotton and real estate it has been a keystone in the arch of Atlanta's prosperity.

How, it might be asked, has some of the local wealth derived from Coca-Cola been spent? Where has it gone and whither is it going? It has, and is, providing hundreds of jobs for local citizens. It has adorned the city and its environs with countless homes, from cottage to mansion. Hospitals, schools and colleges, churches, libraries and charities have been built or aided by men and women whose means stemmed, in whole or in substantial part, from this five-cent drink. In this connection and for outstanding gifts to the causes of medicine, education, religion, charity, and to the general cultural heritage of the Atlanta area, the following individuals might be cited:

*Branan, Charles I.
*Campbell, John Bulow
*Candler, Asa G., Sr.
*Candler, Asa G., Jr.
Candler, Charles Howard
*Candler, John S., Judge
Candler, Walter T.
*Candler, William
*Dobbs, Samuel C.
*Evans, Kelly, Mrs., formerly Mrs. Joseph Brown Whitehead, Sr.
*Gilbert, Sterling Price, Judge
*Glenn, Thomas K.
*Goddard, John N.
*Hirsch, Harold
*Hopkins, Lindsey, Sr.
Leide, Enrico, Mrs., née Lucy Candler. Formerly Mrs. Henry C. Heinz
*Montgomery, Arthur
Montgomery, La Fayette F.
*Robinson, Mr. & Mrs. Frank M.
Walters, George C., Mrs., née Frances Winship
*Whitehead, Conkey Pate
*Whitehead, Joseph B., Sr.
*Whitehead, Joseph B., Jr.
*Wickersham, Charles A.
*Woodruff, Mr. & Mrs. Ernest
Woodruff, George W.
*Woodruff, Henry F.
Woodruff, Robert W.[40]

* Deceased as of January 1, 1954.

Through all the years of its history down to 1919, Atlanta experienced a number of hotel fires, notably the holocaust of 1864, the Kimball House fire of 1883, and the destruction of the Markham House in 1896. In none of them, however, were any lives lost.

It remained for the Wilson Hotel fire of November 7, 1919, to break that good record. The Wilson, formerly known as The Stag, was one of Atlanta's better known small hotels and occupied the top three stories of the old four-story building, formerly occupied by Hunnicutt & Bellingrath, on the present site of the George Muse Clothing Company at Peachtree and Walton streets. The entrance to the hotel was at No. 5 Walton Street.

The fire, which started from an undetermined cause in the linen room on the second floor, occurred between 2 and 3 o'clock in the morning and was confined to the interior of the building. About 25 guests, including seven women were in the hotel. Some escaped by the stairway before it was cut off by the flames. Others jumped to the roof of the Strand Theater next door, while still others were rescued by firemen. Four men did not escape. One was fatally injured in a jump to the street; another was suffocated, and two were burned to death. From the standpoint of fatalities it was one of Atlanta's worst fires and presaged the still more disastrous Terminal and Winecoff fires in later years.[41]

Among the old and well-known citizens of the area who passed from life in 1919 were William L. Fain, native of North Carolina, an Emory graduate of 1870, and head of the W. L. Fain Grain Company; George Riley Wells, member of a pioneer Stone Mountain family and superintendent of the Baptist Church Sunday School in that town for 40 years; Captain Robert J. Lowry, pioneer banker and social leader; Albert V. Gude, Sr., a native of Denmark, shipbuilder, one-time engineer of bridges and roadway for the L. & N. Railroad, and a noted Atlanta contractor since 1884; John Newton Sims, well-known Buckhead merchant and father of the late Mayor Walter A. Sims; Roy Donehoo, member of an old Fulton County family and a popular young undertaker; John H. Abbott, driver for Fire Chief Cody, known by all Atlanta's boys as "Daredevil Johnny," shot and killed by his wife in a three-cornered love affair; George H. Boynton, pioneer wholesale grocer; Huss M. Beutell, born in Asbury Park, New Jersey, former city councilman and old-time mill-work manufacturer; Dr. Richard E. Hinman, born in Canada and, since 1893, a member of the faculty of the Atlanta-Southern Dental College; Samuel R. Dull, Sr., statistician for the Atlanta Joint Terminals and husband of the noted culinary expert; Dr. William M. Durham, pioneer physician and Confederate veteran; Albert Steiner, previously noted, founder of the Steiner Cancer Clinic at Grady Hospital; Moses Wood, pioneer citizen, served in both Cobb's and Phillips' Legions, C.S.A., and father of Judge Jesse M. Wood; John L. Awtry, a resident since the late 1840's, born in Morgan County and wounded at the Battle of Chancellorsville; Thomas D. Meador, a native of Carrollton, former wholesale grocer and tobacconist and for 20 years vice-president of the Lowry Banking Company; Judge Samuel J. Winn, former Lawrenceville lawyer, colonel 13th Regiment of Georgia Cavalry, C.S.A., and father of former Mayor Courtland S. Winn; Professor J. A. Richardson, pioneer Atlanta educator, born near Palmetto, Georgia; Francis Orville Hannah, former Atlanta policeman and one of seven survivors of the ill-fated Greely arctic expedition of 1882-83.[42]

Others were Columbus W. Motes, for 40 years a local portrait photographer, whose slogan of the 1870's was "Delay not, but go to C. W. Motes at once and secure the shadow ere the substance fade"; Thomas E. Walker, transportation executive, son of pioneer railroad man, E. B. Walker, and a brother-in-law of Colonel Thomas C. Howard; John P. O'Donnelly, organist, musical director of the First Baptist Church for more than 30 years, and composer of the Christmas hymn, *It Came Upon the Midnight Clear;* Junius G. Oglesby, Sr., born in Elbert County and a prominent wholesale grocer; William H. George, of an old Lithonia area family, merchant, and brother of De Kalb Ordinary James R. George; Henry Hirsch, pioneer men's clothing merchant and Confederate soldier; Walker Dunson, a native of Troup County, prominent realtor and active in charitable and religious work; James J. Barnes, born in Fayette County, wholesale produce dealer and former sheriff of Fulton County during whose tenure occurred the famous Will Myers escape in 1895; R. Jeff Robinson, pioneer citizen and a locomotive engineer on the A. & W. P. Railroad for 53 years; Glenn Faver, native of Newnan, reared in Fayetteville and a well-known Atlanta real estate man; Judge Don A. Pardee, noted local Federal judge, a native of Wadsworth, Ohio; Benjamin L. Willingham, banker, former president of both the Willingham-Tift Lumber Company and the Piedmont Cotton Mills, born in Allendale, South Carolina; Dr. James W. Lee, noted Methodist minister, born near Rock Chapel in De Kalb County, died in St. Louis, father of Ivy Lee, famed as public relations counsel for John D.

Rockefeller, Sr.; Major Frank E. Callaway, originally of LaGrange, lawyer and railroad contractor, brother-in-law of Samuel Spencer, first president of the Southern Railway Company; the Rev. Horace Bumstead, died at Intervale, New Hampshire, connected with Atlanta University for 32 years both as professor and president; Edward R. Gunby, born at Crisfield, Maryland, lawyer and legislator, long-time resident of Florida and large holder of Atlanta realty; William Cary Dodson, born in Troup County and reared in Alabama, member Wheeler's Cavalry, C.S.A., and founder of the Dodson Printers' Supply Company; William L. Traynham, pioneer lumber dealer and millwork manufacturer, a native of Laurens, South Carolina; Henry B. Wey, president Dobbs & Wey Company, the Atlanta Freight Bureau and the Yonah Fruit Company, a native of Sioux City, Wisconsin; W. D. Alexander, president Alexander-Sewald Company and a pioneer Atlanta bicycle and automobile dealer; Samuel Wilkins, came to Atlanta from Fayette County just after the war and engaged in the wholesale and retail grocery business for more than 50 years; Dr. Ed T. Mincey, prominent dentist, member of city council and a native of Blue Ridge, Georgia; Marcus C. Strickland, city warden and formerly deputy city tax collector, and Oscar Brown Garner, for more than 30 years a well-known Southern Railway engineer between Atlanta and Macon.[43]

Oscar Garner, incidentally, had one of the finest whistles that ever came into Atlanta. It was sent him by a friend in Panama who knew his love for tone and volume in a train whistle. It had a low, sobbing sound, and Garner blew a slow whip-poor-will on it in such a manner that the old timers declare it was the saddest whistle ever heard here.

Garner left for Macon every morning and unfailingly gave his good-bye whistle as he passed the city limits at 5:30. The whistle was so distinctive, and it blew so regularly that working men in southeast Atlanta used it as an alarm clock to get up by. It is said that Garner laid off sick one day and every factory on that side of town was late starting to work.[44]

One of Oscar Garner's contemporaries on the Southern was Richard E. Williams, whose run was between Atlanta and Chattanooga. He was widely known as "Whistling Dick," and the story of how he got that name is interesting.

Back in the 90's, before he graduated to passenger service, Williams was coming up Carbondale hill near Dalton, pulling a freight train. The hill was steep, the load was heavy and his fire wasn't burning too well. A logging road crossed the track a little below the top of the hill, and the white post at the side of the track called for a crossing whistle. Mr. Williams knew he wasn't running fast enough to hit anything, and he also knew a whistle could exhaust his rapidly diminishing supply of steam, but regulations had to be followed. He reached for the cord and coaxed a single weak toot out of the boiler.

That was the engine's last gasp. It lay down and quit. Williams set his brakes and lit his pipe, prepared to wait until the fireman could build up some more steam.

An old logger, driving two yoke of oxen, was crossing the track when the whistle blew. He cast a benevolent eye down the rails toward the standing train, and coaxed his slow moving wagon the few remaining feet over the ties. As soon as his long coupling pole cleared the engine's path, he stopped and turned around to watch the train pass.

But the train wasn't passing just then. It was trying to get up steam. The old logger reckoned the engineer wasn't tending to business, so he crawled off his logs and walked down to the engine. He beat on the side of the cab with his whip handle until the engineer looked out.

"All right, mister," the logger called up. "You can come on now. I'm across."

From that day until he retired some 40 years later, Richard E. Williams was known as "Whistling Dick."[45]

NOTES—CHAPTER 97

[1] *Atlanta Journal,* July 11, 1918.
[2] *Ibid.*
[3] *Ibid.*
[4] *Ibid.*
[5] *Ibid.*
[6] *Ibid.*
[7] *Ga. Laws,* 1919, p. 833; *City Directory,* 1920.
[8] Quoted, Cooper, *Fulton County,* 677-678.
[9] Cooper, *Fulton County,* 384-385.
[10] *Ibid.,* 384.
[11] *Ibid.,* 385.
[12] *Ibid.,* 818; Miller, ed., *Atlanta,* 33.
[13] *Atlanta Journal,* Apr. 3, 1919; *Atlanta Constitution,* Feb. 2, 1939, Apr. 24-25, 1943; Aubrey Morris, *"Famous Georgia Crimes—No. 4," Atlanta Journal and Constitution,* Nov. 1, 1953.
[14] Commission Book, Dept. of Archives and History, Atlanta; Cooper, *Fulton County,* 711; "Garrett's Necrology."
[15] Edgarta Horton, "Builders of the First Presbyterian Church;" *Atlanta Journal Magazine,* 1922.
[16] Jesse W. Stribling, ed., "A Century of Christian Life and Service," The First Presbyterian Church, pamphlet (Atlanta, undated).
[17] Jesse W. Stribling, ed., "A Century of Christian Life and Service," *loc. cit.*
[18] 1937 Directory and Souvenir Program of the National Negro Business League Convention, sponsored by The Atlanta Negro Chamber of Commerce, p. 58.
[19] Bessie S. Stafford, "Miss Bessie Recalls Atlanta After War I," *Atlanta Constitution,* Aug. 19, 1945.
[20] The error turned out to have been that of a compositor who lived at the Gate City Hotel, a strictly non-fashionable hostelry, located at 108½ South Forsyth Street.
[21] Now Mrs. Max Don Howell, of New York and Atlanta.
[22] Later head of the Georgia Department of Archives and History in Atlanta.
[23] Mr. Wilson died five years later, in 1924.
[24] *Atlanta Journal,* Nov. 24, 1919.
[25] Jouett Davenport, "Huge Atlanta Firm Began in One Room," *Atlanta Journal,* Aug. 31, 1947.
[26] Records of The Coca-Cola Company.
[27] *Ibid.*
[28] *Wall Street Journal,* Sept. 17, 1919.
[29] Ralph McGill, *Story of the Trust Company of Georgia* (Atlanta, 1951), 8.
[30] *Ibid.,* 8-9.
[31] The former Emily Winship, daughter of Mr. and Mrs. Robert Winship, pioneer Atlantans.
[32] Records of The Coca-Cola Company.
[33] *Ibid.*
[34] Medora Field Perkerson, "Heads Fifty Million Dollar Business at 33," *Atlanta Journal Magazine,* May 27, 1923. In 1929, upon the death of Walter White in an automobile accident, Woodruff became president of White Motors, and for nearly a year commuted between Atlanta and Cleveland as head of both that company and The Coca-Cola Company.
[35] Records of The Coca-Cola Company.
[36] *Ibid.*
[37] *Ibid.*
[38] *Ibid.*
[39] *Ibid.*
[40] Personal knowledge of the present writer.
[41] *Atlanta Journal,* Nov. 7, 1919.
[42] "Garrett's Necrology."
[43] *Ibid.*
[44] "$75,000 to Blow Whistles," *Atlanta Journal Magazine,* Mar. 25, 1928.
[45] *Ibid.*

Section XIII

Recent Years

CHAPTER 98

THE NINETEEN-TWENTIES

(1920)

LATE returning members of the A.E.F. found Atlanta, along with the rest of the country, legally dry, the Prohibition Amendment to the national constitution having taken effect on January 16, 1920. They discovered that it was a crime for a man to do more than sing *How Dry I Am*, though Atlanta and Georgia had previously known prohibition through local option laws.

Atlanta entered the 20's with a population of 200,616,[1] though that figure was to be augmented in late 1920 by literally hundreds of discouraged cotton farmers. The boll weevil, working east from Texas and Mississippi, struck that year in Georgia, and the cotton yield plummeted, spelling economic disaster for thousands. But the local demand for labor was high then, and a farm hand could make five dollars a day in Atlanta at most anything, a jackleg carpenter up to ten. At the same time Negroes began pulling out by the trainload for work in the factories of Chicago, Pittsburgh and Detroit.[2]

While the national political pot was boiling in 1920, resulting in the election of Warren G. Harding and Calvin Coolidge to the two highest offices in the land, the year was also a busy one politically for Georgia.

The race for the Georgia senatorship was between Hoke Smith, seeking re-election; Governor Hugh Dorsey, a proponent of the League of Nations, and Tom Watson, a bitter enemy of the League. The brunt of Watson's denunciation in this campaign, however, was directed not against the League, but the American Legion. The officers, he asserted, had abused the enlisted men in France. To the amazement of many, Watson won by a landslide.[3]

Four candidates entered the gubernatorial race of 1920. They were Thomas W. Hardwick, Clifford M. Walker, John N. Holder, and Walter R. Brown, the latter a practicing attorney in Atlanta since 1873. None of the candidates received a majority, but in a run-over Hardwick, allied with Watson again after ten years of enmity, won over Walker by a large majority. The two Toms ruled supreme in Georgia politics.[4]

The 1920 Georgia senatorial campaign was probably the first in the State wherein the science of aviation was used in behalf of a candidate. It fell to the lot of James H. Elliott, a pioneer local aviation enthusiast and long-time Atlanta dealer in antiques, to spearhead the innovation. Some years later he wrote:

". . . In September, 1920, I accepted a contract for dropping circulars by plane for Hoke Smith, who was a candidate for senator in a heated race against Thomas E. Watson, and Hooper Alexander, who was a candidate for Congress against William D. Upshaw. I was to receive two hundred dollars for dropping circulars over Atlanta and down the Georgia Railroad to Conyers. The afternoon was dark and dreary, but even so we started out to make the trip. The clouds were hanging low and the visibility was very poor. Curry Lee and I started from Candler Field, flew to Snap Finger Creek, and followed the creek over to the Georgia Railroad, dropping circulars as we went. Then we followed the railroad to Stone Mountain, Lithonia, Conyers and Milstead. I had called my family at Conyers, so they were all out to see me. I greeted them from the air, waving and dropping circulars. The whole town turned out to see the sight and we flew low to give them a thrill.

"On our trip coming back, when we neared Decatur, while I was straightening circulars, Curry Lee turned left instead of to the right and followed the Seaboard Railroad. When I noticed we were flying wrong, I looked at the gasoline gauge and it registered almost empty. We swooped down low, read the sign on the depot below and found out we were in Lawrenceville. Realizing we had but little gas and would have to land, we looked over several corn patches and pastures and chose the one we thought looked the most level. When we started up in the air again to come down for a landing and had reached an altitude of approximately five hundred feet, the motor cut out on us. We went into a nose dive, and fell in a corn patch about a mile from Lawrenceville depot, near the railroad. . . ."[5] Neither aviator was seriously hurt, but both of their candidates lost.

The city primary of July 28, 1920, resulted in the re-election of James L. Key as mayor, over two opponents, Dr. L. N. Huff and E. Harry Goodhart, a dealer in photographic supplies, running as the "business man's" candidate.[6]

At the same time W. E. Harwell, city marshal, and R. C. Turner, electrician, were re-elected to office over their opponents, C. Percy Taylor and W. R. Metts, respectively. W. H. "Wild Bill" Johnson was elected city warden. No other ministerial offices were at issue Several posts in council were at stake. The winners were:

For councilman:

First Ward, J. N. Renfroe defeated A. Z. Shipp.
Second Ward, J. O. Wood defeated O. K. Ellis.
Third Ward, Dr. R. E. Stone defeated Ernest Bell.
Ninth Ward, Walter A. Sims defeated W. F. Buchanan.
Tenth Ward, Dr. H. N. Alford defeated W. G. Cooper.

For alderman:

Second Ward, Dr. A. H. Cochran defeated Harvey Hatcher.
Sixth Ward, J. L. McLendon defeated I. F. Styron.
Ninth Ward, Oscar Williamson defeated Warren D. White.[7]

The question of reading the Bible in the public schools was also up for decision. The Bible won, 7,631 to 1,865, and it was agreed that the school board would be asked to respect the wishes of the majority by inaugurating Bible reading in the schools, without comment from teachers.[8]

Only one change was made in Fulton County's ministerial family during 1920. William S. Richardson, president of the People's Loan & Savings Company, succeeded Lucien Harris as tax collector. In De Kalb County only two offices were affected. W. H. Bond succeeded M. D. Googer as receiver of tax returns, and C. H. Talley succeeded J. E. Forrester as tax collector.[9]

The incoming national Republican administration brought in its train a new postmaster for Atlanta. Democrat Bolling H. Jones was succeeded on July 16, 1920, by George C. Rogers as acting postmaster. He continued in an acting capacity until the appointment of Edwin K. Large as postmaster on June 26, 1922.

At the end of 1920 Mayor Key reported an increase of expenses in 1919 and a further increase in 1920, amounting to $365,050.12. The increases were accounted for primarily by purchase of additional motor-driven fire apparatus, a garage, a new fire station in West End, a lot for one in the Eleventh Ward, a firewall for the auditorium, auto trucks for the sanitary department, remodeling the Emory Building at Grady Hospital, new boilers and pumps for the waterworks, water mains to Ansley Park, a lot and building for the Negro library, and the Grant Park swimming pool.[10]

At the same time there was a substantial increase in salaries and wages, and for supplies, repairs, and replacements. Altogether, increased expenses for the city during 1920 were $950,634.29. Atlantans were finding out that it cost more to run their city in the post-war era.[11]

By Act of the Georgia Legislature approved August 16, 1920, it was enacted "that there shall be created as a part of the government of the City of Atlanta a commission to be known as the City Planning Commission, which commission shall consist of six citizens to be appointed by the mayor, with the mayor as an *ex-officio* member thereof, the appointed members to serve without compensation. . . ."[12]

If there was anything Atlanta needed, and had needed for years, it was intelligent planning. Previous attempts, as already noted, had bogged down in politics. Mayor Key responded to the new legislation by appointing, on October 12, 1920, the first legal and official City Planning Commission, consisting of the following members: Hoke Smith, Charles A. Wickersham, F. A. Pittman, Joel Hurt, Fred J. Terry, and Robert R. Otis. The Mayor acted as *ex-officio* chairman, and Mr. Otis as active chairman.[13]

Mayor Key expressed utmost confidence that the body of men selected would do big things for Atlanta. He said:

> ". . . Other things the commission will take up immediately include widening and regrading of streets, construction of bridges and viaducts, overhead construction over railroads in the central district, a complete survey to ascertain sewerage needs of Atlanta, a zoning system to definitely establish boundary lines for residential and industrial communities. . . .
>
> "Some of the duties the act confers on the new planning commission is to recommend or make suggestions to council and to all other public authorities covering the laying out of streets, sidewalks and boulevards, relief of traffic conditions, development of housing and sanitary conditions, establishment of zones or districts for industrial and residential sections, and make suggestions concerning the use, height, area and bulk of buildings.
>
> "The commission is further empowered to offer suggestions to the Fulton County Commission and to the General Assembly, as to improvements within a radius of six miles of the city limits. The commission is to serve without pay."[14]

The commission employed Howard D. Cutter as local engineer in January, 1921. He served nine months. In June, 1921, Raymond W. Torras was appointed as assistant engineer and later succeeded Mr. Cutter. The group began seriously to plan, and if its recommendations had been followed fully and promptly, Atlanta would have been saved millions of dollars and avoided many mistakes, now costing great sums to correct. But at least a tangible start on the highly important matter of city planning had been made.[15]

The site of the old Henry Banks residence, just north of the Grand Theater, was adorned, in 1920, by the handsome new Howard Theater, by far the most palatial movie house ever erected in the city. Its builder was George Troup Howard (1869-1924), a cotton merchant whose business ramifications extended over two continents. Early managers of the theater, now the Paramount, were Ralph H. De Bruler and De Sales Harrison, the latter a well-known figure in the business of Coca-Cola for the past 25 years, formerly of Atlanta, now of Chattanooga.[16]

The Atlanta Fire Department lost its eighth man in line of duty on January 14, 1920. Captain Robert M. Netherland, of Station No. 10, on Oakland Avenue, was killed when the apparatus he was riding collided with a street car at the intersection of Cherokee Avenue and Byran Street.[17]

Among other well-known citizens of the community who died in 1920 were Ferdinand D. McMillan, builder of "The Castle" on 15th Street, a native of Quincy, Florida, Confederate veteran, inventor and dealer in agricultural machinery; Charles H. Kelley, wholesale grocer and former city councilman; T. J. "Uncle Jeff" Whitley, born in De Kalb County and a member of the Atlanta police force 31 years; Frank Christophine, a native of Italy and a retired policeman—a member of the local force 39 years; Thomas L. Thrower, originally of Newton County, retired railroad construction engineer and father of Marvin L. Thrower, realtor; Robert Murdock Walker, noted civil engineer and builder, born in Columbia and reared in Charleston, South Carolina; Judge William T. Newman, noted jurist; Frank E. Block, cracker and candy manufacturer and banker, a native of Missouri; Arthur Tufts, well-known young engineer and builder; William T. Healey, financier and builder of the Healey Building, father of William T. and Oliver M. Healey; Colonel John S. Prather, Confederate soldier, pioneer newspaper publisher and for many years engaged in the printing business; George A. Nicolson, cotton merchant and long-time official of the old Maddox-Rucker Banking Company; Daniel Rich, a member of the firm of M. Rich & Bros., and a brother of founder Morris Rich; Leonidas M. Landrum, former business manager, city board of education; Benjamin R. Padgett, Sr., well-known builder; Henry C. Austin, died in Oakland, California, former De Kalb County sheriff; Francis I. Stone, a prominent figure in the iron and steel business, son of pioneer De Kalb County settler Daniel Stone; Josiah K. Ohl, noted newspaper man, formerly with the *Constitution,* but later on the *New York Herald* under James Gordon Bennett.[18]

Others were Colonel Thompson H. Jones, Confederate veteran and well-known insurance man; Samuel A. Carter, president of the Gate City Cotton mills; James S. Sewell, former city tax assessor and chairman of the board of the Bank of West End; Judge Spencer R. Atkinson, admitted to the bar in Marietta in 1875, lawyer, jurist and legislator; George B. Scott, of Decatur, president Scottdale Mills and George W. Scott Investment Company, son of the founder of Agnes Scott College; S. Jerome Cheshire, Confederate veteran and a son of pioneer settler Hezekiah Cheshire; William J. Lowenstein, president, Norris, Inc., candy manufacturers; Fendol S. Golden, pioneer northwest Atlanta blacksmith and wagonmaker; Andrew P. Coles, vice-president, Central Bank & Trust Corporation; W. N. Foreacre, general manager lines east, Southern Railway, son of pioneer Atlanta railroad man G. J. Foreacre; Robert J. Griffin, former merchant and one-time city tax collector and receiver; Ulysses Lewis, an Atlanta lawyer for 40 years and a Confederate veteran, died at Toccoa, Georgia; James C. Hunter, pioneer local fire insurance man; Willis E. Venable, old-time soda fountain man, credited with serving the first drink of Coca-Cola in 1886 over his fountain, then located in Jacobs' Drug Store at Five Points, father of Ed Venable, the well-known Forsyth Street restaurant man; Edward C. Bruffey, the dean of Atlanta newspaper men, connected with the *Constitution* since 1880; George J. Dexter, prominent insurance man; James G. Thrower, pioneer plastering contractor, a resident since 1865; Joseph C. Greenfield, extensive realty owner and treasurer of the Scottish Rite Hospital; Captain Thomas J. Donaldson, a native of the Buckhead District and for many years superintendent of the Fulton County Public Works; the Rev. Robert F. Eakes, noted Methodist minister, former pastor of Grace, St. Mark's and Wesley Memorial churches in Atlanta, and business manager and assistant editor of the *Wesleyan Christian Advocate;* and John A. Smith, a resident since 1868, retired wholesale dry goods merchant, formerly of both Moore, Marsh & Company and Inman, Smith & Company.[19]

(1921)

The most successful municipal achievement of 1921 was the passage of a bond issue in the amount of $8,850,000, the proceeds of which were expended during the next few years as follows:

$4,000,000 for new public schools.
$1,250,000 for an extension of the sewer system.
$ 750,000 for the Spring Street viaduct.
$2,850,000 for additions and improvements to the waterworks.[20]

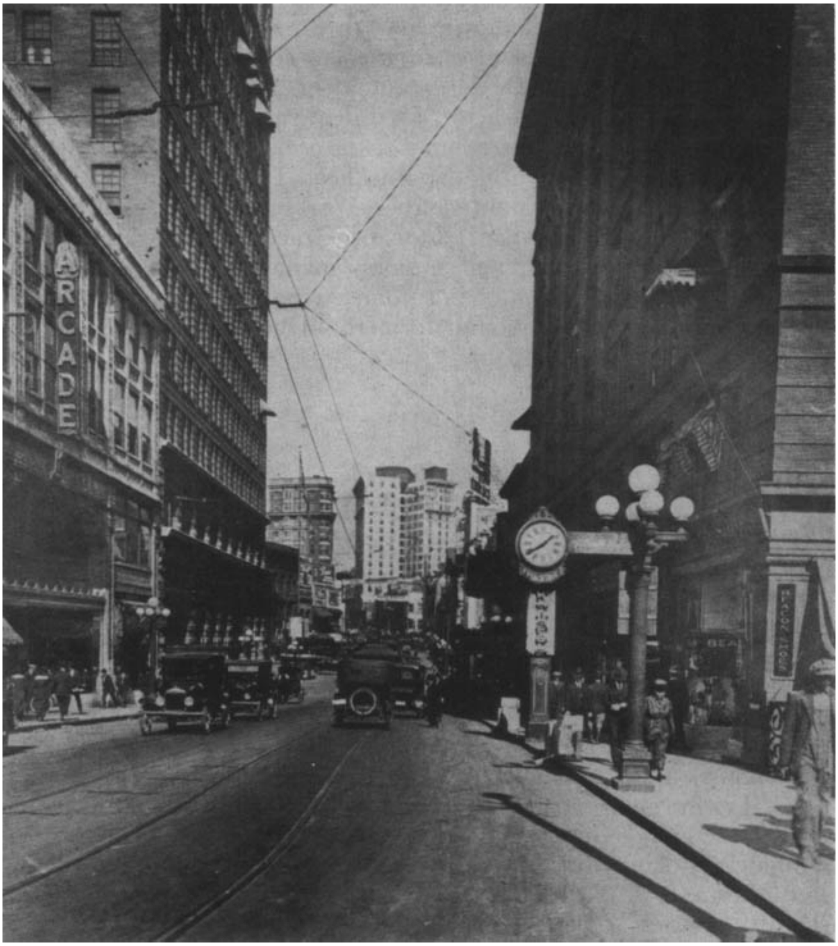
The bond ordinance provided for the appointment of a bond commission to supervise the expenditure of the money for the proposed improvements. The original commission, as appointed by Mayor Key in 1921, was composed of Thomas C. Erwin, chairman; Judge John S. Candler, vice-chairman; George R. Donovan, secretary; George A. Gershon, W. C. Caraway, Robert J. Guinn, Mrs. Samuel Lumpkin, Miss Laura M. Smith, Mrs. S. B. Turman, R. C. Lieb, J. Walter Mason, Dr. W. B. Chandler, Walter G. Cooper, Frank M. Inman, Lee Ashcraft, Charles T. Bailey, L. L. Marbut, and I. N. Ragsdale.[21]

It was also during 1921, in order to take care of the increased ordinary expenses of the city government, that the tax rate was increased from $1.25 to $1.50 on the hundred dollars.[22]

The Atlanta Chamber of Commerce, headed during the year by Lee Ashcraft, did valiant work in the passing of the bond issue. And before the year was out the Chamber had two new and important divisions, a Junior Chamber of Commerce and a Division of Women's Affairs.

The charter for the Junior Chamber was filed on June 1, petitioners being Henry H. Robinson, Roy Le Craw, John L. Westmoreland, Palmer Blackburn, Dana C. Belser, Mac Asbill, John C. Robinson, George T. Northen, Richard W. Courts, Jr., and Harry H. Hallman. John L. Westmoreland, a prominent young attorney, was elected first president of the group.[23]

Miss Laura M. Smith, a distinguished educator and business woman, was first chairman of the Division of Women's Affairs, which soon afterward grew into the Woman's Division. As such she was made an *ex-officio* director of the Chamber of Commerce and was the first woman in the organization to join in the deliberations of its board. Shortly afterward, however, Mrs. Samuel M. Inman was elected a director of the Chamber, and served as such for two years.[24]



(Courtesy Atlanta Historical Society)

Peachtree Street looking north from the Viaduct on a summer afternoon, 1921

Atlanta was honored during 1921 by visits from both Warren Harding and Calvin Coolidge.

Coolidge, then vice-president-elect and governor of Massachusetts, arrived on the *New York and New Orleans Limited* at the Terminal Station during the cold, blustery early evening of January 26, for the primary purpose of addressing the Congress of the Southern Tariff Association on the 27th. He was accompanied by Mrs. Coolidge and Mr. and Mrs. Frank W. Stearns, of Boston. The visitors were conducted to the Georgian Terrace Hotel where they headquartered during their stay.

A *Journal* reporter, who met the train, gave his impression of the Coolidges:

> "Governor Coolidge is a very quiet, determined looking man, somewhat above medium height, with the face of a student. He gives the impression of austerity, but in conversation quickly dispels any atmosphere of aloofness. Mrs. Coolidge is a charming brunette of the most vivacious type and she seemed thoroughly to enjoy the sensation of visiting a section new to her."[25]

The Governor's remarks to the same reporter at the station would have warmed the heart of Henry W. Grady:

> "I am very glad to have been able to visit Atlanta and the south before taking office. I have always been interested in the south and have made a rather careful study of industrial and agricultural conditions here. My purpose in attending the Southern Tariff Congress is to get still more information concerning the needs of the southern states.
>
> "After all, America is one country and one people. We must all prosper if the country is to prosper. There can be no sectional prosperity alone. . . ."[26]

The next evening, to a capacity audience at the Baptist Tabernacle, Coolidge affirmed that the incoming Harding administration would be a staunch friend of the South and deeply interested in its welfare and prosperity. He concluded his remarks by saying:

> ". . . The recent business deflation followed the war as inevitably as darkness follows day. But the low ebb has been reached and all lines of business are now on the upgrade."

The cadet battalion of the Georgia Military Academy escorted Governor Coolidge and his party to the tabernacle. The speaker was given a rousing reception as he entered the building with Governor Dorsey, Governor John M. Parker, of Louisiana, Dr. M. Ashby Jones, Major B. M. Bailey, of the army recruiting service, Congressman W. D. Upshaw, and officials of the Southern Tariff Congress.[27]

President and Mrs. Harding visited Atlanta on October 27, following an invitation presented at the White House by a committee composed of Chamber of Commerce President Lee Ashcraft, Senator Hoke Smith, Mell R. Wilkinson and Robert B. Pegram.[28]

The distinguished couple arrived at 1 P.M. on the 27th from Columbus, where the President had inspected Fort Benning. They were accompanied by Secretary of War John W. Weeks, Secretary of the Interior Albert B. Fall, and Senator Oscar W. Underwood, of Alabama. The visitors were met at the Terminal Station by a committee composed of Governor Thomas W. Hardwick, Lee Ashcraft, Forrest Adair, chairman of the Chamber of Commerce entertainment committee; Mell R. Wilkinson, Clark Howell, of the *Constitution;* Buford Goodwin, of the *Georgian,* and Major John S. Cohen, of the *Journal.* In addition, a ladies' committee was on hand to greet Mrs. Harding. It was composed of Mrs. Albert Thornton, Sr., chairman; Mrs. Charles Dowman, Mrs. Thomas W. Hardwick, Mrs. James L. Key, Mrs. Preston S. Arkwright, Mrs. Samuel Lumpkin, and Miss Laura Smith.[29]

After brief greetings, the group was on its way by automobile to the Druid Hills Golf Club, where a luncheon was tendered the President and the men in his party. Mrs. Harding and the ladies' committee stopped briefly at the Georgian Terrace Hotel before going on to the Lee Ashcraft home in Druid Hills, where Mrs. Ashcraft entertained at a luncheon. The ladies' luncheon was followed by a presentation by Mrs. Harding of the Girl Scouts' colors to the Atlanta Girl Scouts.

Meanwhile, a speakers' rostrum had been erected on the east side of the Henry Grady monument on Marietta Street. Here at 4 P.M. President Harding spoke to an immense crowd. He preached the "gospel of understanding," and addressed a warm appeal for the cooperation of a "truly united country" in solving the problems now confronting it, and urged that nothing should deter the south from doing its part to provide "no lesser stage than that of a united country" for such sons of the south as Henry Grady and Theodore Roosevelt, on whose birth anniversary he was speaking.[80]

In commenting on the crowd, the *Journal's* O. B. Keeler wrote on the 28th:

". . . A little cleared space before the speakers' stand, a press table for the newspaper men, a file of cadets in gray holding back the crowd—the greatest crowd that ever assembled in the Gate City of the South to greet a man or witness an event.

"How many in the crowd? Twenty-five thousand—thirty—forty—fifty—as many thousands as could be packed into the space along Peachtree Street and up Marietta Street and into the great pentagon at Five Points, and crowded into the windows of the buildings; and along the lofty skyline of their roofs. And as the last official car passed, the swarm closed in like a wave, and made the mass of humanity solid, to the foot of the statue, where the president was to plead for a unified nation as the only fitting stage on which Henry Grady and Theodore Roosevelt should play their roles in history.

"Of course, there was no question of all the crowd hearing the president. His great voice, extended to the utmost, reached only a comparatively small proportion—yet that proportion numbered many thousands. But the greeting was there, and the fellowship; and at the intervals of the speech the cheering rolled like a wave back over the massed thousands, and seemed to splatter up the walls of the distant skyscrapers, to fly in a light audible spray into the now darkening sky.

"Atlanta has turned out many a great crowd, but none that compared with that which greeted President Harding."[81]

One of Atlanta's oldest and best-known landmarks disappeared from the immediate locale of the Harding speech during 1921. For a full 50 years De Give's original opera house, later the Columbia Theater, and in its declining years the Bijou, had occupied the northeast corner of Marietta and Forsyth streets. The venerable old structure crumbled under the wrecker's hammer so that the Palmer Building, erected the same year, could take its place. The new office structure was built by recently organized Palmer, Incorporated, then composed of Asa W. Candler, president; Judge John S. Candler, vice-president, and Charles F. "Chuck" Palmer, secretary-treasurer.[82]

The first Negro bank in Atlanta, known as the Atlanta State Savings Bank, was organized in 1909 by John O. Ross, a retail grocer, operating stores on both West Hunter Street and Butler Street. Its primary effort was based upon a program of encouraging the usually improvident Negro to save, as indicated by its full-page advertisement in the *City Directory* for 1910:

An Independent Negro
is one who HAS
Money in the Bank

Are you one? If not, read on and become one. We will pay you 4% interest on every dollar you place with us.

It's what you save—not what you earn—that makes wealth.

Start now for INDEPENDENCE. Come in and talk it over with us.

ATLANTA STATE SAVINGS BANK
185 Auburn Avenue.

The advertisement included a table showing the result of a steady, systematic saving of small sums, ranging from five to fifty cents per day.

The Atlanta State Savings Bank failed in 1922, but during its life it taught colored men how to do a banking business and developed a patronage for Negro banks, thus paving the way for the Citizens Trust Company. This bank was organized in 1921 by the late Herman E. Perry, president of the Standard Life Insurance Company, and one of Atlanta's outstandingly successful Negro business men. Citizens Trust, now headed by Lorimer D. Milton, and located in the heart of the local Negro business section, at 212 Auburn Avenue, is numbered among the city's solid financial institutions.[33]

Tennis had been a popular sport in Atlanta since about the turn of the century. Its golden era began in 1907 when Nat Thornton won the southern singles and paired with Byran M. Grant, Sr. (father of B. M. "Bitsey" Grant, Jr.) to win the doubles that year and the year following. Then came Carlton Y. Smith, an outstanding player; Ed Carter, who captured the South Atlantic doubles several times with J. K. Orr, Jr.; and Jack Caldwell, whose untimely death closed a brilliant tennis career.

The leading Atlanta amateur of the early 1920's was Frank C. "Hop" Owens, who came along in the wake of Nat Thornton and Carlton Smith. His first singles title was that of 1920, when he won out over all opposition in the Georgia state tournament. He defended his state title successfully in the ensuing years of '21, '22, '23, '24, '25 and '26. In 1922 he was southern doubles champion. He also won the state doubles in 1921 with Eston Mansfield; in 1924 with Jeff Hunt, and in 1927 with Nat Thornton.

Owens' biggest triumphs, however, came in outside tournaments. He figured in the North Carolina state doubles championship three successive years, winning with Whitner Cary in '20 and '21, and with Jack Caldwell in '22. He won the Tennessee state singles in '21; the Tennessee doubles the same year with Cary; the South Carolina state doubles in 1922 and 1924 with Jack Caldwell, and was paired with Nat Thornton in 1926 to win the North Carolina state doubles.[34]

Mr. Owens forsook tennis many years ago. For more than a quarter of a century he has been one of Atlanta's leading realtors, as the partner of Jesse Draper in the firm of Draper-Owens. But the game he played so brilliantly in the 20's has become increasingly popular with Atlantans since that time.

The fire department lost its ninth member in line of duty during 1921. While combating a fire in a building at the corner of Powell Street and the Georgia Railroad on September 28, Assistant Chief Samuel B. Chapman fell down an elevator shaft and was fatally injured. An investigation disclosed that the veteran fireman, blinded by smoke, mistook the shaft entrance for a fire-escape exit.[35]

Among other well-known local citizens who died during 1921 were Dr. J. B. S. Holmes, died in Lakeland, Florida, a former Atlanta surgeon and founder of the old Halcyon Sanitarium; Thomas J. Flake, retired De Kalb County farmer, founder of Flake's Mill on South River, former county commissioner and a son-in-law of pioneer citizen Eli J. Hulsey; Dr. Albert T. Spalding, a Baptist minister for 62 years, long pastor of the Second Church in Atlanta; Alonzo Field, of Stone Mountain, lawyer and state legislator; Dr. William Crenshaw, noted dentist and an accomplished musician, dean of the Atlanta Dental College for 25 years; Dr. J. L. Johnson, dentist, real estate man and former treasurer of De Kalb County; Captain Amos Baker, native Atlantan and for many years deputy tax collector of Fulton County; Roby Robinson, Sr., a native of Eufaula, Alabama, president of the Robinson-Humphrey Company and vice-president of the Constitution Publishing Company; Dr. Arthur G. Hobbs, a resident since 1880 and a prominent eye, ear, nose and throat specialist; Dr. S. Y. Jameson, noted Baptist minister and educator; Napoleon H. Cheshire, of Cheshire Bridge Road, member 22nd Georgia Regiment of Cavalry, C.S.A., and a son of early settler Hezekiah Cheshire; Edgar B. Latham, died in New Orleans, formerly a well-known local civil engineer; L. G. Whitney, capitalist and former mayor of Hapeville; Dr. J. B. Marbury, life insurance agent and formerly in charge of the local office of the U. S. Weather Bureau; Andrew P. McElroy, prominent local labor leader, served as master stonecutter in the erection of the Atlanta Federal Penitentiary; Gordon Noel Hurtel, clerk of the recorder's court, former secretary to Mayor Woodward, and for many years a well-known newspaper man; Frank Orme, secretary and treasurer Southern States Life Insurance Company, son of the late Dr. F. H. Orme; John B. Goodwin, died in Baltimore, Maryland, former Atlanta lawyer, legislator and mayor; Daniel I. MacIntyre, prominent fire insurance man; William M. Crumley, president of the Crumley-Sharpe Hardware Company.[36]

Others were John C. Staton, assistant postmaster, originally of Alabama and a resident of Atlanta since 1889, father of Albert H. and John C. Staton; Valentine T. Barnwell, publisher of Atlanta's second city directory, the issue of 1867, and for many years engaged in the music business; Dr. Floyd W. McRae, Sr., noted surgeon, in local practice since 1885 and a son-in-law of Judge John Collier; Dr. Hansell Crenshaw, a leading neurologist, medical writer and educator; Judge Howard E. W. Palmer, general attorney, Southern Bell Telephone & Telegraph Company, a resident since 1883; William A. Wimbish, distinguished Atlanta lawyer, died in Washington, D. C.; Captain Frank Myers, Confederate veteran, for 40 years a deputy clerk in the Fulton Superior Court, and a son-in-law of Colonel James Fairlie Cooper, early city engineer and a builder of the Western & Atlanta Railroad; Dr. Edward G. Jones, professor of surgery in the medical school at Emory University; J. T. Bachelor, a prominent merchant and farmer of Egan Park; George W. Adair, Jr., widely known realtor, son of Colonel George W. Adair and brother of Forrest; the Rev. H. J. Ellis, retired Methodist minister, for many years chaplain of the Georgia House of Representatives; Alonzo A. De Loach, inventor and manufacturer of mill machinery, a resident since 1880; Charles G. Bradt, a local contractor and builder for 37 years; Joseph Thompson, Jr., wholesale liquor dealer, original developer of Brookwood and a son of the noted pioneer Dr. Joseph Thompson; Charles T. Hopkins, Sr., a leading member of the Atlanta bar for a quarter of a century, a son of the late Judge John L. Hopkins; Eugene H. Thornton, a resident since 1871, Confederate veteran, book dealer and banker, father of Miss Ella May Thornton, Georgia state librarian; Avery Chastain, former deputy sheriff and a large property owner in the Hemphill Avenue-10th Street area, sometimes called "Chastaintown"; Bishop Henry C. Morrison, died in Florida, a former pastor of the First Methodist Church of Atlanta, and Augustus F. Hurt, died in Gordon County, Georgia, former Atlanta cotton merchant and an uncle of Joel Hurt.[37]

Atlanta, being the railroad center it is, has consequently been the home of many colorful railroad men, among them a number of preacher-engineers. One, whose career is still legendary along the Southern Railway between Atlanta and Birmingham, was Samuel Taylor Watkins, known as "Dad" to many and "Preacher" to others. His name was lettered in gold on an engine cab, his memory is enshrined in the hearts of his fellow workers.

Watkins was born near Keysville, Virginia, during the mid-1850's. He studied for the ministry, and though not an ordained minister, he preached, as an avocation, for nearly 40 years. He was barely 17 when he began firing a locomotive on the Richmond & Danville, between Keysville and Durham, North Carolina. By the time the Southern Railway was organized in 1894, absorbing, among others, the R. & D. and the old Georgia Pacific, between Atlanta and Birmingham, "Preacher" Watkins was an engineer.

The Georgia Pacific was short of engineers at this time, and, at the urging of his superiors, Watkins was persuaded to leave the hills of Virginia to wheel freights through the Alabama mountains. "Preacher" lived in Birmingham for a number of years, where he preached in shops, in round houses and filled pulpits upon invitation. He was also a familiar figure in the Jefferson County jail, where he spoke to the inmates any day the authorities would permit. Before he moved to Atlanta in 1903, he was pulling the Birmingham-Heflin accommodation, while his associate John Mims, handled the train from Heflin into Atlanta.

Not long afterward Engineer Watkins was assigned to the midnight passenger train between Atlanta and Birmingham, a run he held for several years before transferring to the *Kansas City Special.* As a prelude to each trip the devout engineer and his fireman knelt in the cab while he prayed for divine guidance during the journey. Then, as the yard limits at Howell Station were cleared, "Preacher" Watkins would settle into his stride. With throttle back, one foot against the front cab window and the other propped against the boiler head, he would burst into song—usually spirited renditions of *Nearer My God to Thee,* each verse punctuated with a long and lonesome blast upon the deep-throated locomotive whistle.

The various young men who fired for "Preacher" Watkins were not all as devout as the fast-running engineer, nor were they quite so willing to depend upon Divine Providence.

One day, shortly before World War I, Watkins was running late with the *Kansas City Special,* at the throttle of Pacific-type locomotive No. 1258. His regular fireman, a white man, was off sick, so the coal shovel was being handled by an extra man, a burly young Negro. "Preacher" had the engine bucking and jumping as he whipped around curves and tore at the straightways, trying to make up time. Much of the fireman's effort was concentrated merely upon keeping his equilibrium. A good square shot at the firebox door with a shovel full of coal was almost impossible. He soon had as much fuel on the cab floor as on the fire. Down Iron City Hill and across Choccolocco Valley, the 1258 screamed like something mad. Finally the Negro shoved his scoop back into the coal pile in the tender and, slamming the fire door shut in disgust, he staggered across the deck.

"Looka 'ere, Mis'er Watkins, doncha think dis enjine's runnin' too fast?"

The old engineer, who knew every rail and tie between Atlanta and Birmingham, never looked around or eased the throttle a single notch. "That's all right," he replied calmly. "You've got nothing to fear, for the Lord's on here with us."

The Negro's eyes almost popped out of his head, as he held to the throttle brace and thoughtfully raked coal with his foot.

"Mebby He is, cap'n," he muttered, "but if He didn't git on at Anniston, He sho ain't had time since."

And so it went for better than a quarter of a century. "Preacher" Watkins rolling Southern trains between Atlanta and Birmingham, singing hymns to the tune of the talking exhaust and whirling rods, while the engine swayed and rocked. Though he was in several wrecks in the days when collisions and derailments were frequent, he seemed to lead a charmed life—until Monday morning, December 19, 1921.

Watkins passed South Inman Yards that morning running 45 minutes late with the westbound *Kansas City Special*. He was sitting behind the throttle of Pacific-type No. 6462, his own engine, with his name "S. T. Watkins" neatly lettered in gold under the cab windows. Needless to say he was not running slowly. Eight miles west of Anniston, and just east of Tarsus—a little flag station on the slope of Iron City Hill—"Preacher" swung through a stretch of slightly curving track before entering the long straightway that passes through the town.

A minute or two later, a little past 11 o'clock, a broken rail put the 6462 on the ground. With a great plunge she ploughed up several hundred feet before turning over behind the little station. When she buried her nose in the dirt, the tender swung around at a right angle, taking Fireman R. W. Coleman with it. The wooden mail car slid over the engine, slicing off the cab and seriously injuring Coolidge Harper, the Negro mail clerk. The express car rifled past the engine, but remained upright, and when rescuers reached it, the messenger was calmly checking his cargo.

They found "Preacher" Watkins lying on the pile of dirt scooped up by the deck of the sliding engine. His hand still gripped the throttle, but he was fatally scalded, with a gaping hole where his head had struck the throttle brace. The wreckage was all about him, but not a single piece touched his body—he lay on a bed of soft dirt, where he sat on on his seatbox when the 6462 turned over. After he was lifted out of the cabless engine, someone asked him how fast he was running and he looked up with a faint smile and asked, "How fast do you think that engine would run?" He died the next day in the Anniston Hospital. His body was laid to rest in the hills of his native Virginia, from whence he had come so long ago to wheel Georgia Pacific freights through the mountains of Alabama.[38]

(1922)

An era in Georgia politics ended on September 16, 1922, when Senator Thomas E. Watson died from a combined attack of bronchitis and asthma. Pending a special election to fill the vacancy, Governor Hardwick named Mrs. Rebecca Latimer Felton, 87, long a citizen of Bartow County, but formerly of De Kalb, to fill the vacancy temporarily. He thus bestowed upon her the honor of being the first woman to serve in the United States Senate, though he had first tendered the appointment to Mrs. Watson, who declined.[39]

The October primary for the late Mr. Watson's senate seat brought forth eight candidates, though the leading contenders were Governor Hardwick, Judge Walter F. George, formerly of both the Georgia Court of Appeals and the Supreme Court, and Seaborn Wright. George, who more than a generation later, still occupies his senate seat, won by a large majority. His platform stressed opposition to "a compact with European nations whereby this Republic will either assume an obligation to protect the boundaries of foreign countries or settle their international differences," limited immigration, collection of war debts, rehabilitation of American industry, and a reduction in government spending.[40]

In the gubernatorial election of 1922, the first in which Georgia women were enfranchised, Thomas Hardwick and Clifford Walker fought it out again as they had done in 1920. This time the shoe was on the other foot. Walker carried 118 counties, Hardwick only 42.[41] The simultaneous reign of the "Two Toms," both able men in many respects, had been short. One was removed from office by Divine Providence, the other by the electorate.

Clifford Mitchell Walker, lawyer and business man, a native of Monroe, Walton County, was a former attorney general of Georgia. He was elected governor on a platform calling for a complete revision of the tax system.[42]

Six candidates entered the race for mayor of Atlanta in the primary of September 6, 1922, including James G. Woodward, who entered the race unexpectedly. It was to be his last venture into the field of politics, for less than a year later, in August, 1923, he died. The other five candidates were Walter A. Sims, lawyer, a native of Ball Ground, Georgia; Chief of Police James L. Beavers, Dr. John C. White, James R. Nutting, and Charles F. Jackson, chief clerk, city sanitary department.

The campaign was featured by the stormy police clean-up issue, to which Sims was pledged. Beavers represented the police department political faction, while Woodward pitched his campaign on the declaration that neither Sims nor Beavers would be acceptable to the people in view of the widespread excitement that attended the sensational "bunco" probe. Sims nearly succeeded in securing a clear majority in the first race, but Woodward, second in the race, called for a run-over and was defeated. Consequently, Walter Sims became the successor to James L. Key in early January, 1923.[43]

City ministerial offices at issue in the September 6 primary resulted as follows: Jones H. Ewing, Jr., defeated veteran treasurer Thomas J. Peeples; Marvin P. Roane, incumbent tax collecter, defeated F. B. Florence; George E. Johnson, incumbent recorder, defeated C. Don Miller; R. C. Turner, incumbent electrician, defeated George H. McKee, Jr. W. H. Johnson was re-elected warden over G. W. Lindsey, and W. A. Hansell defeated C. S. Robert and W. W. Lotspeich for chief of construction.[44]

Successful candidates for councilmanic posts in the primary were:

Aldermen:

Third Ward, William B. Hartsfield, lawyer.[45]
Fourth Ward, Robert A. Gordon, vice-president-secretary, American Furnishing Co.
Seventh Ward, Jesse W. Armistead.
Eleventh Ward, J. L. Carpenter.
Twelfth (new ward, see below), James R. Bachman, secretary, Atlanta Milling Co.

Councilmen:

First Ward, Robert F. Pennington, real estate salesman.
Second Ward, John A. Beall, retail tobacconist.
Third Ward, John J. Greer, insurance.
Fifth Ward, J. Allen Couch, street car conductor.
Seventh Ward, Arthur R. Dyer, secretary, Piedmont Corporation, crushed stone.
Ninth Ward, Charles D. Knight, president, Piedmont Laundry.
Tenth Ward, W. Garland Cooper, loans.
Twelfth Ward, short term, Lewis J. Cassells, general merchandise.
Long term, Reuben F. Gilliam, lawyer.[46]

An unusual feature of the primary of September 13, 1922, was the election of the first woman member of the State Legislature. Thus honored was Miss Bessie Kempton,[47] member of a prominent Atlanta family (proprietors of the Fulton County *Daily Report*) and, at the time, a reporter for the *Constitution.* Miss Kempton was elected as a member from Fulton County, along with attorneys J. O. Wood and John Y. Smith.[48]

Members of the Fulton County Commission for 1922 were Captain George M. Hope, J. Oscar Mills, Paul S. Etheridge, Charles G. Turner, and Virlyn B. Moore.[49]

A significant change in the administration of certain municipal affairs came about by virtue of a charter amendment passed by the Legislature and approved on August 5, 1922. As of January 1, 1923, the boards of police, health, parks and waterworks were abolished, and their authority transferred to committees of general council corresponding to these boards.[50] At the same time the old five-member board of education was abolished. A new board, comprising one member from each ward, elected by popular vote was substituted. Secret sessions of the board were prohibited by law. The new board of education was also charged with furnishing free text books for the use of school children, though it was provided that this would be a gradual process.[51]

Atlanta's hodgepodge territorial expansion received considerable impetus in 1922, as areas to the north, east, south and west were annexed.

The historic old town of Kirkwood in De Kalb County, an incorporated community since 1899, became the Twelfth Ward of the City of Atlanta.[52]

To the northeast a large area, comprising all of land lots 2 and 52, and those parts of land lots 1, 53 and 55, all in the 17th District, not already included in the corporate limits, were annexed. This area lies for the most part north of Virginia Avenue and east of Piedmont Park. It runs east to the Fulton-De Kalb line and north to Cumberland Road and to the intersection of Piedmont Avenue and the Southern Railway Belt Line.[53] It is now, for the most part, closely built up with medium priced homes and community shopping centers such as Tenth and Boulevard, Virginia and Highland and Highland and Lanier Place.

To the south the limits were extended so as to include parts of land lots 41 and 42 of the 14th District, lying south of the A. & W. P. Belt Line, east of Grant Street, west of South Boulevard, and extending south to McDonough Road near the Federal Prison. The westward extension comprised only a small area adjoining Westwood Park, and lying in land lots 149 and 150 of the 14th District.

The southeastern extension included all of what is known as Ormewood Park, bounded roughly by Glenwood Avenue on the north, Moreland Avenue on the east, Confederate Avenue on the south, and the A. & W. P. Belt Line on the west.[54]

It was also during 1922 that Atlanta's first municipal swimming pool for Negroes was built. The new facility, located in Washington Park on the "West Side," was opened on July 15.[55]

The physical expansion of the city during the early and middle 20's brought forth a number of street name changes. Some are herewith noted:

Year	*Old Name*	*Location*	*New Name*
1921	Hawk St.	Near Federal Prison	Federal Ter.
"	Thelma St.	Iverson to McLendon	Sterling St.
"	Leyden St.	Gordon to Lucille	Inman St.
"	Kimballville Pl.	Off Highland Av.	Lanier Pl.
"	Nellie Dean Av.	East from Highland	McLynn Av.
1922	W. Hunter	West of Chickamauga	Mozeley Dr.
"	Severne Av.	Cleburne to Ponce de Leon	Seminole Av.
"	Ridge Av.	Kirkwood	Ridgedale Rd.
"	Litt Jones St.	Boulevard Ter. to Rankin	Rankin Pl.
"	Ashby St.	Lee St., south	Sylvan Rd.
"	Exposition St.	Off Hemphill Av.	W. 8th St.
"	Brown Av.	East Atlanta	Brownwood Av.
"	Garfield Pl.	Off East Av.	MacKenzie Dr.
"	McDonough Rd.	South Atlanta	McDonough Blvd.
"	Thomas St.	Off Highland Av.	Highland Ter.
1923	De Kalb St.	Off Highland Av.	Amsterdam Av.
"	Bellwood Av.	Off Marietta St.	Bankhead Av.
"	Joe Johnson Av.	Battle Hill	Laurel Av.
"	Battle Hill Av.	Battle Hill	Mozeley Pl.
"	Harman St.	Capitol View	Hartford Av.
1924	Bedford Pl.	North Av. to 10th St.	Argonne Av.
"	Randolph St.	Highland to Ponce de Leon	Glen Iris Dr.
"	Hume St.	Off N. Moreland	Mansfield Av.
"	Howard St.	W. Peachtree to Peachtree	Prescott St.
"	Garden St.	Glenn to Vanira	Primrose St.
"	Stevens St.	W. Hunter to Lena	Booker St.
1925	Boulevard, De Kalb	Moreland Av. to Kirkwood and beyond	Boulevard Dr.
1926	Whitehall St.	Park St., south	West Whitehall St.
"	Orme St.	Cain to North Av.	Techwood Dr.
"	James St.	Peachtree to W. Cain	Williams St.
"	Hood St.	Windsor to Rawson	Eugenia St.
"	Powers St.	Techwood Dr. to Fowler	W. Peachtree Pl.
"	Madison Av.	Mitchell to Whitehall	Spring St.
"	House St.	Kirkwood	Oakview Rd.
1927	Piedmont Pl.	Peachtree to Piedmont	Thirteenth St.[56]

The "Town of Decatur," age 99, passed out of existence in 1922. But, on August 15, by Act of the Legislature approved on that date, the "City of Decatur" was born. It succeeded to all the territory, rights and liabilities of its predecessor, in addition to its fine people and historic traditions.[57] During the same year De Kalb County celebrated its centennial.

Since the day in 1845, when Atlanta's first lawyer, Leonard C. Simpson, hung out his shingle, the community has been blessed with an able Bar. It took a long step forward in 1922, when twenty of the younger members organized the Lawyer's Club of Atlanta. They felt that a more active and virile group was needed locally to foster the principles upon which the legal profession was founded. During its first decade the club was headed successively by Guy Parker, Clarence Calhoun, James C. Davis, William G. Grant, Bond Almand, Rembert Marshall, Hughes Roberts, John B. McCallum, and Welborn B. Cody. Throughout the period of its organization the Club has been most active in its efforts to uphold the ethics of the legal profession, a matter of great importance to the entire community.[58]

As the decade of the 1920's began any number of adventurous disciples of the Marconi and De Forrest era of wireless telegraphy started experimenting with the art of voice transmission. Many were inspired by the remarkable progress achieved in this field by the air forces of the embattled armies in the late war.

These radio pioneers were for the most part technically-minded school boys or electrically-trained men who had made wireless a hobby. Many banded together in the American Radio Relay League, having chatted with one another via aerial dots and dashes. Some even mastered the fundamentals of hurling the voice across incredible distances. The Atlanta Radio Club was organized by a group of these enthusiasts, among them being Harry F. Dobbs and Henry L. Reid. By 1922, a number of voice transmitters, all crude, homemade, low-power affairs, were on the air in Atlanta and Georgia. It was no trouble to get a license. Uncle Sam would grant one to nearly anyone able to put a station together.

The Georgia Railway & Power Company, Georgia Tech, the Fourth Corps Army Post at Fort McPherson, Tech High School and the Bryant Electric Company had built transmitters, and together with individual experimenters were blazing a trail through the air that commercial broadcasting soon followed. All operated under amateur call-letters assigned by the U. S. Department of Commerce.

It was during this period that Station KDKA, Pittsburgh, and Station WWJ, Detroit, actually succeeded in transmitting complete episodes such as church services, political addresses, baseball games and extended musical programs. The general public began to show an active interest. Thousands, equipped with crude ear-phones, were bending over crystal sets manipulating "cat whiskers," as the finders were called.

One Atlanta citizen, recognizing the hold that radio had laid upon the public, determined to bring broadcasting to the South. He was Major John S. Cohen, President and Editor of the *Atlanta Journal.* At the time, early 1922, it was impossible to purchase a broadcasting station as a unit. Consequently, Major Cohen engaged George A. Iler, an electrical engineer on the staff of the Georgia Railway & Power Company, to assemble and install a transmitter for the *Journal.*

By mid-March an imposing array of panels, batteries, wiring, dials, tubes, generators, etc., cluttered a section of the fifth floor of the *Journal* building. Placards heralding the warnings, "Danger," "High Voltage," and "Quiet Zone" were conspicuous. Two 90-feet wooden masts, erected on the roof, supported a crude antenna. Folding chairs were available for visiting listeners. There was no studio. Studios were unknown then.[59]

The great day finally arrived—March 16, 1922—and that afternoon readers of the *Journal* were greeted with the announcement:

"NEWSPAPER IS FIRST IN SOUTH
WITH WIRELESS"

> "Station is Licensed by Government as 'WSB' and will Broadcast Weather, News, Crop Reports, Musical Concerts and Other Matters of Public Interest."

O. B. Keeler continued with an article:

"Atlanta is on the radio map of the world today.

"The big new station just completed by the *Atlanta Journal* on its own building has been duly authorized by C. H. Huston, acting secretary of commerce, and has been given a radio call—WSB.

"Atlanta is on the wireless map of the world. The *Atlanta Journal* has the first inland commercial radio station in the south. The *Atlanta Journal* has the first newspaper 'broad-casting' in the south; and one of the first three of four newspaper broad-casting stations in the United States. Others include the *Detroit News* and the *Kansas City Star,* while the *Pittsburgh Post* cooperates with the famous 'KDKA'—the great Westinghouse station in Pittsburgh.

"Telegraphic authority to the *Journal* has come from Acting Secretary Huston to broadcast weather reports 'on the wave-length of 485 meters.'

" 'Use radio call WSB,' said the message, 'and employ commercial second class or higher radio operator licensed by this department. If you desire to broadcast news, entertainment, and such matter, this is permitted on wavelength of 360 meters only.'

"So Atlanta today goes on the list of 'commercial land and ship radio stations,' in the 'WS' section, which begins with WSA, the station at East Hampton, N. Y. The *Journal's* call, WSB, would come next; and close after it the well-known WSE, which is New York City; and in the same division we find stations as far away as WSW, which is in Williamette, Oregon.

"The *Journal's* outfit—as complete as may be had today—was installed under the supervision of George A. Iler, formerly of the Georgia Railway and Power Company, who will have charge of the station. The operator is Walter Tison, Jr., 'radio operator, commercial, first class,' who hails from Cedartown, Ga. His license bears the signature of Herbert Hoover, and contains a solemn reference to the 'oath of secrecy' being duly executed. He got to be an expert amateur and then saw radio service on shipboard.

"The mysterious gear was hooked up Thursday morning [March 16], and the operator, shifting the coils to get in tune with this station and that, began picking messages out of the blue sky through the giant antennae on the roof of the *Journal* building, trickling down through the big copper leads to the operating table. . . .

"The *Journal's* radio station is preparing to receive and send what is called entertainment—music, singing, lectures and the like. They hook up a telephonic sort of appliance, with amplifiers for receiving, and Atlantans can hear the symphony orchestra in Cincinnati, and the Chicago Opera Company in Chicago, and boxing matches, called blow by blow in Pittsburgh. And the *Journal* station can broadcast for stations over the state and the south—including the indefatigable amateurs—weather reports and news and such matters, and singing and playing and speaking. . . .

"And the *Journal,* besides 'getting in the sky' with a powerful radio outfit, has established and is conducting a radio department for the use of everybody in Dixie, inviting letters and problems and questions, and anything else that relates to this newest and most wonderful method of communication. . . .

"The *Journal's* radio broadcasting station will be operated purely for the benefit and enjoyment of the public, and there will be no commercial feature connected with it. By broadcasting weather and crop news, it is hoped and believed that the service may prove particularly helpful to farmers who are beyond the reach of telegraph and telephone."[60]

On the 17th, as the *Journal* received congratulations from Mayor Key, Walter O. Foote, president of the Chamber of Commerce; Harry F. Dobbs, president of the Atlanta Radio Club; Preston S. Arkwright, Lester L. Shivers, president of the Carter Electric Company, and photographer Thurston Hatcher, an enthusiastic amateur, WSB published its first program, which follows:

"Noon—Weather forecast.
2:30 p.m.—Close of cotton and other market news.
6 p.m.—Results Detroit-Tech game.
7 to 7:30 p.m.—Last minute news flashes.
7:30 to 9 p.m.—Quiet period under rules of Atlanta Radio Club for listening to distant concerts.
9 o'clock—Arlington astronomical time."[61]

So did the science of radio cast off its swaddling clothes in Atlanta. It was to develop into a major communication media and profoundly affect the personal lives of people everywhere.

It might be said in passing that WSB, though the local pioneer, enjoyed one of the shortest monopolies on record. The Atlanta *Constitution* was by no means asleep at the radio switch and, on March 17, broadcast over its station, WGST, a news program. It was transmitted through the radio plant of the Georgia Railway and Power Company. During the next few months the *Constitution* built its own station and began broadcasting as WGM. Soon thereafter, Clark Howell, Sr., then publisher of the paper and a trustee of Georgia Tech, donated the station to the school, whereupon the call letters were changed to WGST.[62]

The tenth "death on duty" in the ranks of the Atlanta Fire Department occurred on October 9, 1922, when Robert H. Spearman, of Company 11 on North Avenue, was crushed between a speeding truck and a telephone pole on North Avenue near Bedford Place. Spearman, a member of the ladder-truck crew, was delayed at the station when his truck set out for the fire, so he joined the crew of the hose wagon. He was the only man injured when the apparatus skidded on the wet pavement and sideswiped the pole.[63]

Among the old and well-known local citizens who died during 1922 were J. Russell Compton, secretary-treasurer, the Nunnally-McCrea Company, shot in the back of the head by an unknown assailant as he was backing his car out of the garage in rear of the plant on East Mitchell Street; Remsen P. King, prominent young attorney and broker, son of the late Mayor Porter King, and a veteran of World War I, accidentally electrocuted when he touched an exposed wire on an electric heater while taking a bath; Judge Jerome N. Bateman, lawyer and former judge of the Municipal Court, a native of Houston County; Paul T. Goldsmith, well-known realtor, a son of J. W. Goldsmith, Sr.; C. Wheeler Mangum, retired railroad yardmaster and former sheriff of Fulton County, son of pioneer Atlanta lawyer Nathaniel Mangum; J. T. Brand, prominent Lithonia merchant; David N. "Nym" McCullough, born in Talladega, Alabama, wholesale produce merchant, former city councilman and a lover and owner of fine horses; Colonel Andrew J. McBride, civic leader, pioneer mechant and real estate man, commanded the Tenth Georgia Regiment, C.S.A., and was severely wounded at the Battle of Cold Harbor; Judge John W. McCurdy, pioneer Stone Mountain citizen and a justice of the peace there for 52 years; Samuel B. Turman, a native of Columbus, Georgia, and a widely known real estate man; E. G. Little, pioneer East Point merchant; Thomas M. Armistead, Fulton County tax receiver for 34 years, native of Walton County, a Confederate soldier, wounded at Resaca, former cotton merchant and the first tax collector of Rockdale County, which county he helped to create;[64] William A. Parker, Sr., previously noted, president and general manager, Beck & Gregg Hardware Company; John T. Hagan, a pioneer Whitehall Street merchant, who came to Atlanta from Frederick County, Maryland, in 1863 as a Confederate recruiting officer; Dr. Thomas T. Key, died in Norcross, a pioneer Atlanta physician and father of Mayor James L. Key; Addison M. Weir, noted De Kalb County writer, known to hundreds of readers as "Sarge Plunkett"; William H. Patterson, died in Lake City, South Carolina, pioneer Atlanta banker and authority on investment securities, state legislator and city councilman; Augustus Dixon Adair, pioneer commercial fertilizer dealer, born near Talladega, Alabama, and a resident of Atlanta since 1858, fought under Nathan Bedford Forrest, C.S.A.; Judge Beverly D. Evans, noted jurist; Dr. Henry F. Scott, born in Alabama, a graduate of the Atlanta Medical College in 1874, and a local physician for many years; Sigmund Selig, native of Germany, a resident of Atlanta since 1870, former clothing merchant and later founder of the Selig Company, disinfectants; Samuel I. Burdett, Confederate veteran, pioneer North Fulton County farmer, and father of B. F. Burdett, founder of the Burdett Realty Company; Calhoun T. Ladson, former Atlanta lawyer and one-time partner of General Lucius J. Gartrell; Colonel Jefferson S. Mills, born in Gwinnett County, well-known newspaper man and one-time editor of the *De Kalb New Era;* Arthur B. Bostick, prominent retired railroad man, last of the "old guard" officials of the W. & A. Railroad.[65]

Others were George W. McCarty, of the fertilizer firm of A. D. Adair & McCarty Brothers, a native of Talladega County, Alabama; Judge Benjamin H. Hill, a son of the famous senator and a noted jurist; Dr. Theron H. Rice, died in Baltimore, Maryland, pastor of the Central Presbyterian Church in Atlanta from 1896 to 1908; Dr. Lee Ben Clarke, a native of Blenheim, New Zealand, and for 15 years a noted pediatrician; Colonel Howell C. Erwin, died in Dallas, Texas, former Atlanta lawyer; W. Frank Coley, assistant chief of the Atlanta Fire Department; Dr. S. S. Wallace, a native of Maryland, head of the English department at Georgia Tech, and a son-in-law of the late Dr. J. Scott Todd; Alfred Austell, Jr., died at his Douglas County plantation, a director of the Atlanta National Bank founded by his father, a graduate of the Yale Law School, pioneer auto devotee and a man of many hobbies—chemistry, photography and radio; Murray R. Hubbard, tax commissioner, Southern Railway, and a former Kentucky lawyer; Dr. Moody B. Avary, old-time druggist and a son of pioneer De Kalb County physician James Corbin Avary; Judge John T. Pendleton, an Atlanta lawyer since 1869 and recently retired as senior judge of Fulton Superior Court; Andrew Burnham, a member of the Seventh Georgia Infantry, C.S.A., and a pioneer resident of South Bend District, J. Van Holt Nash, Jr., Adjutant-General Georgia National Guard, a native of Norfolk, Virginia, who succeeded his father as southern division manager of the American Book Company, killed in an auto accident near Griffin; the Rev. Wilbur Fisk Glenn, born in Jefferson, Georgia, served in the Methodist ministry for 55 years, and a resident of Atlanta 40 years, father of Thomas K., William H., John F. and Walker Glenn; Henry P. Scales, pioneer wholesale tobacconist; Henry S. Cave, came to Atlanta from Wisconsin, onetime associate of H. I. Kimball in the operation of the Kimball House, and Hamilton Douglas, Sr. educator and lawyer, founder, with Hooper Alexander, of the Atlanta Law School, a native of Alexandria, Virginia.[66]

The last person hanged in Atlanta went to the gallows in the grim old Fulton County jail at 2:34 P.M., September 1, 1922. He was Frank B. DuPre, a dapper 19-year-old blacksmith's son, who turned killer to get a big diamond ring for his girl friend. The attempt had been made at the Nat Kaiser Jewelry Company, 3 Peachtree Street, on December 15, 1921. DuPre asked to see an expensive ring. As he slipped it in his pocket and headed for the door his way was blocked by Irby C. Walker, a Pinkerton detective. Snatching an automatic from his pocket, DuPre shot Walker dead and seriously wounded City Comptroller B. Graham West, who, emerging from the Peachtree entrance to the Kimball House, attempted to stop him. Some excellent police and detective work resulted in DuPre's capture in Detroit less than a month later. He was promptly tried in Fulton Superior Court, found guilty and given the death sentence. A dude to the last, it is recorded that DuPre asked the deputy sheriff who prepared to slip the death cap over his head to "brush back my hair." Atlanta's last hanging drew a crowd. It was estimated that 5,000 persons gathered in the street outside the jail. And it was said that for some years after the execution the ghost of Frank DuPre returned periodically to the scene of his last moments on earth.[67]

(1923)

In his inaugural address in January, 1923, incoming Mayor Walter A. Sims deplored the fact that his administration was forced to assume one of the largest deficits in the city's history—a figure just short of $300,000. He referred to the recent bond issue rather caustically, and said he wished to go on record as opposed to any additional bond issue until the 1921 issue had been exhausted and every item of expense accounted for.[68]

Sims, it will be remembered, ran for mayor in 1922 upon a platform wherein the police department was a main issue. Indeed, he promised, that if elected, he would "purge the department clean as a hound's tooth." When he took office in January Mayor Sims appointed a police committee of councilmen known to be in favor of removing Chief Beavers and Assistant Chief A. Lamar Poole from power. This, the first such police committee under the charter amendment of 1922, was composed of Jesse W. Armistead, chairman; J. A. Beall, W. Garland Cooper, James L. Wells, and Fred C. Woodall.

Poole's authority was taken away when the committee abolished the position of "assistant chief" and the detective department of which Poole was head. He was assigned to patrol duty, which he accepted. On December 12, 1923, the police committee of council suspended Chief Beavers and named Captain Ewell Leonard Jett as "acting chief." Jett was a member of the pioneer North Fulton County family for whom Jett Road is named, his grandfather, Stephen Jett, having settled in that section long before Fulton County was created. The acting chief's father, Richard B. Jett, was also a pioneer citizen of the same area. The local police careers of both Beavers and Jett had paralleled each other for 35 years. They were almost the same age. Beavers joined the department in 1889; Jett in 1890.

Captain Jett served the department as "acting chief" for two years, following which, Beavers, with the assistance of his attorney, George Spence, was reinstated, serving until his final retirement in April, 1932.[69]

The territorial expansion of Atlanta continued during 1923—this time to the rapidly growing Cascade Avenue section to the southwest. The new extension, comprising parts of land lots 137, 138, 150, 151, 152 and 170, of the 14th District, put the city limits out Cascade Avenue to just beyond Avon Avenue and near the entrance to Greenwood Cemetery.[70]

Atlantans had ample opportunity, in 1923, to watch the bond money they had voted two years earlier put to work, particularly in the field of public education. Statistically, the city school system benefited during the year as follows:

1. 184 acres of land.
2. 18 new school buildings, either begun or completed during the year.
3. 3 schools—North Avenue, Tenth Street and Peeples Street, completely overhauled and repaired. New lighting and heating throughout.
4. 510 classroom units.
5. Medical suites for health of children.
6. Dental rooms.
7. Well lighted, ventilated service rooms on every floor.
8. Provision in many schools for cafeterias, libraries, etc.
9. Three splendid auditoriums.
10. Three large Junior High Schools, with facilities for shops, drawing, domestic science, etc.
11. Every building fireproof.
12. Every building equipped with separate fireproof, smokeproof stair wells.
13. Every building constructed according to latest educational standards.[71]

The eighteen new buildings were:

James L. Key, elementary, Capitol Avenue.
Daniel C. O'Keefe, junior high, Techwood Drive.
Samuel M. Inman, elementary, Virginia Avenue.
John F. Faith, elementary, East Fair Street.
Girls' High School, Rosalia Street.
English Avenue, elementary.
William H. Crogman (Negro), elementary, West Avenue.

Moses W. Formwalt, elementary, Cooper Street.
David T. Howard (Negro), elementary, Houston Street.
Henry W. Grady, senior high, Parkway Drive.
William A. Bass, junior high, Euclid Avenue.
Calhoun, elementary, Piedmont Avenue.
Booker T. Washington (Negro), junior-senior high, West Hunter and C streets.
Joseph E. Brown, junior high, Peoples Street.
Joel Chandler Harris, elementary, Lucile Avenue.
John B. Gordon, elementary, East Atlanta.
Edwin P. Johnson (Negro), elementary, Martin Street.
Edmond A. Ware (Negro), elementary, W. Hunter Street.[72]

Not all of these buildings were completed and occupied during 1923, but all were in the course of construction. And, it might be noted, amidst all the new school construction, the venerable frame Ivy Street School, oldest in the city, was torn down and the site given over to business. It had served its day and generation well.

The most spectacular result of the bond issue was the Spring Street viaduct, a long-range effort to ease the problem of cross-town traffic. Indeed, the span was Atlanta's greatest civic structure up to that time, easily eclipsing all previous local bridge and viaduct building efforts.

Costing $1,000,000, the structure was built by Robert & Company, architects and engineers, of Atlanta; Harrington, Howard & Ash, associate engineers, of Kansas City, Missouri, and the Nichols Construction Company, of Atlanta. Virginia Bridge & Iron Company pereformed the steel work. The size of the job is indicated by the materials used—12,500 cubic yards of concrete, 20,000 barrels of cement, 10,500 cubic yards of stone, 5,500 cubic yards of sand, 3,400,000 pounds of structural and reinforcing steel, and 12,000 square yards of asphalt pavement.

Work was begun in October, 1922, and completed for a grand opening on December 20, 1923. The opening ceremonies took place at the Samuel Spencer memorial in the Terminal Station plaza, beginning at 2 P.M.

John Lyle Harrington, engineer, formally delivered the completed structure to the city. Mayor Walter A. Sims accepted it, urging civic cooperation in still greater undertakings to come. James L. Key, in whose administration as mayor the viaduct bond issue was floated, described the history of the undertaking. Dr. Warren Mosby Seay, pastor of the West End Baptist Church, representing the south side of Atlanta, and Dr. J. Sprole Lyons, pastor of the First Presbyterian Church, representing the north side, offered the opening and closing prayers of the ceremony. The plaza was packed with people and both sidewalks of the viaduct, its full length (1,900 feet) across, were crowded.

Walter G. Cooper, chairman of the Viaduct Bonds Commission, was master of ceremonies. Young daughters of Mayor Sims and Mr. Key cut the tri-colored ribbon stretched across the south approach; workmen moved away the barriers; the Twenty-second Infantry from Fort McPherson came to attention; the regimental band struck up a marching tune; Chief of Police James L. Beavers[73] and his mounted staff rode out; Adjutant General Charles H. Cox and his staff followed; Major General David C. Shanks and his staff, from Fourth Corps headquarters in Atlanta, came next; then a group of eight marching Confederate veterans; a group of Spanish-American War veterans;

members of the American Legion; the Twenty-second Infantry, with its wagon trains; Mayor Sims, Mr. Key, members of council, city officials and civic leaders, and then the first of a long line of automobiles.[74] An hour later the Spring Street viaduct was open to traffic—an unceasing line of traffic—now a generation long.

The construction of the Spring Street viaduct, major engineering job though it was, represented only one link in the development of an entire street, destined to greatly relieve, but by no means cure, Atlantas mounting traffic problem. Prior to 1920 Spring Street was for the most part a shaded, uphill, down dale residence thoroughfare, without particular significance to the city at large. It began at the old W. & A. Railroad freight house, just south of Marietta Street. From that point to Cain Street it was partly business and partly residential. From Cain to Fifth Street it was practically all residential, while north of Fifth, though cut through to Peachtree, it was almost totally undeveloped. Then the possibilities of it dawned on a group of far-sighted men including J. Oscar Mills, J. H. Ewing, Sr., James L. Key, Frank P. Rice, Ben J. Massell, and William T. Perkerson, of the Fourth National Bank. They began to press for improvements that would open the street as a main artery of traffic from Brookwood Station to the industrial district of the south side. By the time the construction of the great viaduct was well under way and through the cooperation of the city and the county, the street had been graded, paved and widened to North Avenue. Property values had jumped from an average value of $200 a front foot to an average of $1,000.[75] Not long afterward it was graded and paved through to Peachtree.

When the Spring Street viaduct was completed, Spring Street south of Mitchell Street did not exist. Narrow and neglected Madison Avenue extended south some four or five blocks and ended abruptly at Castleberry Street, a short block from the busy intersection of Whitehall and Forsyth streets. This bad situation was corrected in 1925-26, when Madison Avenue was widened, cut through to Whitehall and its name changed to Spring. The new crosstown thoroughfare was at last an actuality.[76]

The building boom of the 1920's was by no means confined to public works. Indeed, by 1923 private building operations really hit their stride. Among the office and business buildings finished or in the process of construction during the year were the 101 Marietta Street Building, Glenn Building, Commercial Exchange Building, Bona Allen Building, Red Rock Building, McGlawn-Bowen, now Standard Building, and Rich's new department store at Broad and Alabama streets. The Biltmore Apartment on Fifth Street was rising skyward, while in a three-block stretch of Peachtree Street, from Fifteenth to Pershing Point, there arose four large apartments, the St. George, the magnificent building erected by the Adairs on the northeast corner of Sixteenth Street; the Stratford Hall, and the Pershing Point.[77]

At the same time and farther north, other developments were taking place. James R. Smith and M. S. Rankin, widely known real estate men, began the development of Morningside Park. Eight new homes had been built there by the end of September.[78] The section east of the Ansley Park Golf Club, along Montgomery Ferry Road, Boulevard, Flagler Avenue and Rock Springs Road, known as the Ansley Park Annex, was cut into lots, the streets paved and public utilities put in.[79]

B. F. and A. C. Burdett were busy developing Brookwood Hills, begun the preceding year out of part of the old Andrew Jackson Collier estate, east of Peachtree just north of Brookwood Station. Out in Buckhead, at the northwest corner of West Pace's Ferry and Roswell roads, Phillips C. McDuffie erected a modern two-story brick office and store building, where 80 years before had stood the store and tavern of Henry Irby and still later the general store of George P. and Miss Jane Donaldson. The congregation of the Peachtree Road Presbyterian Church completed its new edifice on Peachtree Road just north of Buckhead, and on January 30, 1923, the community of Brookhaven became a United States Post Office, with Jesse D. Atkins as first postmaster. During the same year northsider Edwin F. Johnson became a member of the Fulton County Commission, succeeding J. Oscar Mills.[80]

It was also in 1923 that Frank Mason Robinson, retired secretary of The Coca-Cola Company and originator of its famous trade-mark, purchased the beautiful 40-acre T. J. Hightower estate on Hightower Road, west of the city, and presented it to the Atlanta Child's Home. He was motivated by a desire to commemorate in some lasting way Mrs. Robinson's unswerving devotion to the Child's Home, of which she had been life president since its founding in 1907.[81]

Toward the end of the 1923 baseball season, during the early morning hours of Saturday, September 9, the *Crackers'* old battleground on Ponce de Leon Avenue, then owned by R. J. Spiller, went up in a roaring whirl of smoke and flame. Indeed, the club secretary, "Silver Bill" Stickney, asleep in his quarters underneath the grandstand, barely escaped with his life. He was rescued with great difficulty after he had been seriously burned about the legs and body.

While the cause of the fire was not ascertained, the blaze was discovered by the Negro night watchman at Spiller's Fountain of Youth, just across the way. Within fifteen minutes the tinder-dry wooden grandstand and bleachers collapsed sending flames a hundred feet in the air. The park itself, situated as it was in a sort of amphitheater, a former lake site, in fact, offered the spectacle of a burning, crackling inferno. Telephone poles on Ponce de Leon Avenue, caught by the leaping flames, became pillars of fire. While the whole scene was lit up with noonday brilliance, the snapping of the high power wires from time to time suddenly changed the lighting to a bluish hue. Billboards on the side of the park, fence posts, trees, even the leaves of trees were burning and sending myriads of sparks into the air, showering the neighboring streets with a rain of fire. Thousands of citizens crowded nearby streets to watch the spectacular fire, the glow of which could be seen for miles around.

Fire Chief Cody, who personally directed his men, estimated the damage at $75,000, all confined, albeit with some difficulty, to the ball park. Owner Spiller (the franchise was then owned by Jack Corbett and Dan Michalove) announced that he would rebuild at once with concrete stands. A regrettable feature of the fire was the loss by the *Crackers* of all uniforms, trophies, equipment and records. The season was finished at Grant Field.[82]

Few, indeed, have been the inmates of the Federal bastille at the end of South Boulevard able to effect an escape. But Atlanta and the rest of the nation were electrified on the morning of March 27, 1923, to learn that dapper little Gerald Chapman, last of the great mail robbers, had left the institution hurriedly during the pre-dawn hours.

Chapman and a confederate, George (Dutch) Anderson, were serving a long term in the penitentiary for the holdup of a United States mail truck on

Leonard Street in New York City during the rainy night of October 24, 1921, from which they secured cash and securities totalling nearly a million and a half dollars.

Shortly after his incarceration in 1922, prison physicians agreed with Chapman's complaint that he was a chronic diabetic, and he was transferred to the prison hospital, deep within the main building, and itself considered escape proof. But not for Gerald Chapman. He got out—out of the hospital, across the prison yard in the glare of strong floodlights, over two high barbed-wire barricades and over the 30-foot main prison wall. With him went one Frank Grey, a five-year termer, in for forgery.

The daring escape began at 4 o'clock in the morning of March 27. Chapman went into a supply room adjacent the hospital ward, leaving Grey, a consumptive, to cough a warning if anyone approached that door. Chapman was almost through cutting the window bars when Grey began coughing. A prisoner-nurse thrust his head into the supply room. Chapman and Grey seized him and trussed him up with sheets. With sheet-ropes the two men quickly slid down to the prison yard.

Then, suddenly, the floodlights went out. Reports that Chapman had climbed a tree and shorted the high current wires proved untrue. Someone in a nearby guard tower had pulled a switch, plunging the prison yard into pre-dawn blackness. By the time the lights were restored, the two desperadoes had disappeared into the southern outskirts of Atlanta.

A resident of Lakewood Heights was compelled to furnish civilian clothes in lieu of prison garb. The two fugitives then caught an Atlanta-bound street car, and while aboard, spotted a Yellow Cab driver. They arranged for the driver to pick them up later at Capitol and Georgia avenues. This was done and the driver was instructed to head for Athens. At Lawrenceville, however, the escapees changed their minds, told the driver to keep the $50 they had put up as earnest money, and swung aboard a northbound Seaboard freight train. Later they were thrown from the train by a railroad officer, and, being spotted by Madison County officers in an open field, a gun battle ensued. Chapman was hit three times, once in the kidney, but Grey surrendered when his gun jammed, and was soon back in the Atlanta penitentiary.

Placed in an Athens hospital, Chapman's condition was diagnosed as too serious to permit his transfer back to prison. Not long afterward he made a clever escape from the hospital and was never seen in Georgia again. But he was even then living on borrowed time. During a safe robbery in a New Britain, Connecticut, department store in 1924, he was surprised by a policeman. Both fired, but Chapman's bullet killed. Later he was arrested in Muncie, Indiana, and returned to Connecticut where he was wanted for murder.

Thereupon Chapman tried a ruse. He "objected" to being tried in Connecticut, making the point that even if convicted the state couldn't legally execute him until after he had served the rest of his 25-year stretch in Atlanta. President Coolidge neatly circumvented the "objection." He simply commuted Chapman's Atlanta sentence to the time already served. The prisoner howled. He "refused to accept" the presidential commutation. "It's unconstitutional!" he protested.

But they took him to Connecticut, tried and convicted him. On the morning of April 5, 1926, three years after his escape from Atlanta, Gerald Chapman, the smartest criminal alive, faced something from which there was no escape—the hangman's rope in the Connecticut State Prison at Wethersfield.

"Dutch" Anderson, it might be said for the record, likewise escaped the Atlanta Federal Prison. A few months after Chapman's escape over the wall, Anderson tunneled under it and vanished into thin air. Later he shot and wounded a small town constable in Michigan. But before he died, the constable wrested Anderson's own gun from the killer and emptied the remaining cartridges into the fugitive, who died in a drab alleyway.[83]

The local death roll for 1923 included a number of useful and prominent citizens. Among them were: William M. Nixon, a native of Ireland, president and founder of the Atlanta Woolen Mills, a resident since 1896 and father of the late Vaughn Nixon; Edward M. Forshaw, retired Georgia Railroad locomotive engineer and a member of the old Volunteer Fire Department; Hugh L. Cardoza, formerly of Richmond, Virginia, a noted figure in local theatrical circles and a resident since 1902; Dr. Robert B. Ridley, physician and wholesale dry goods merchant, a resident since 1875; Angus Morrison, pioneer hardware merchant, firm of Morrison, Bain & Company; Joseph N. Moody, private banker and a local pioneer in the field of automobile financing; Leon Lieberman, trunk manufacturer, a resident since 1865; George F. Glazener, 93, former merchant and large realty owner, a resident since the early 1850's; James A. Watson, Sr., died at Lithia Springs, an Atlanta merchant of the 70's and 80's, a builder of the old Sweetwater Park Hotel and developer of Bowden Lithia Springs near Austell; William S. Duncan, prominent wholesale grain dealer; Edward M. Liddell, member of the pioneer Liddell family of the Rock Springs section, veteran Southern Railway engineer, who at his request was assigned Pacific type locomotive No. 1300, with which, for many years, he pulled the *Royal Palm* and the old *Suwannee River Special;* Alonzo M. Brand, lawyer, solicitor general of the Stone Mountain Circuit, and former mayor of Lithonia; Frank P. Rice, pioneer Atlantan, born in New Hampshire, lumber dealer, state legislator, capitalist and realty owner; Luther Z. Rosser, Sr., eminent lawyer, previously noted; Captain Lewis Reneau, pioneer railroad man, former paymaster of the old Georgia Pacific; Herman Thaden, a resident since the War Between the States, inventor, gardening expert and florist; Charles J. Martin, prominent retired wholesale grocer; Julian Field, well-known dealer in cotton seed products; Captain David P. Chandler, originally of De Kalb County, connected with the survey crew which laid out the old Atlanta & Charlotte Air Line Railroad, and a pioneer conductor on that line; Dr. Frank H. Gaines, noted Presbyterian minister and president of Agnes Scott College; Dr. George F. Payne, born in Macon, founder of the Atlanta College of Pharmacy, a resident since 1892; Sylvester Lester, a pioneer Atlanta printer, came to Atlanta as a child in 1849; Judge Charles Whiteford Smith, lawyer, jurist, city councilman and former mayor of Edgewood; Dr. Thomas P. Branch, professor of civil engineering at Georgia Tech since 1895; Captain Augustus M. Reinhardt, died at Waleska, Georgia, where he was the founder of Reinhardt College, former Atlanta lawyer, city councilman and mayor *pro tem;* Dr. George D. Couch, physician and surgeon, former mayor of Hapeville.[84]

Others were: Fred Lewis, native Atlantan, well-known advertising and newspaper man; Judge William R. Hammond, noted lawyer and jurist; Edwin P. Ansley, real estate developer, previously noted; Archibald C. Johnson, ante- and post-bellum grocery merchant; Dr. Miller B. Hutchins, physician and medical educator, a skin and cancer specialist; Frank M. Robinson, previously noted, a pioneer in the business of Coca-Cola; A. Frank Liebman, head of the

Liebman Real Estate Company and secretary-treasurer of the Healey Real Estate & Improvement Company; Edward Van Winkle, pioneer manufacturer, founder of the Van Winkle Gin & Machinery Company; John H. Raine, prominent insurance man, a resident since 1879; William S. Ansley, real estate man, brother of E. P. Ansley; Thomas A. Gramling, senior member of the wholesale shoe firm of Gramling, Spalding & Collinsworth; Robert H. Caldwell, a pioneer citizen and merchant of West End; John M. Nichols, builder, president Nichols Contracting Company; David T. Daniell, engineer Atlanta waterworks for nearly 30 years and a founder of the Collins Memorial Church at Bolton; Dr. James M. Crawford, died in Weaverville, North Carolina, a former Atlanta physician; William L. Cosgrove, died in England, a former president of the Atlanta Gas Light Company; R. F. Gilliam, lawyer, city councilman and a former mayor of Kirkwood; Hyatt M. Patterson, pioneer undertaker, previously noted; Arthur McD. Wilson, Sr., prominent wholesale grocer; James R. Mell, life-long Atlantan and well-known real estate man; Turner Goldsmith, fire insurance man, son of the late City Comptroller, John H. Goldsmith; James W. Fielder, a resident since 1888, and founder, with Ivan Allen, of the Fielder & Allen Company, dealers in office supplies; Henry P. Haney, one-time railroad man and a pioneer Atlanta fire fighter, entered service in 1885 and retired as assistant chief in 1911; B. S. McCash, vice-president of The Coca-Cola Company, in charge of advertising, and John J. Lynch, merchant and realty owner, born at the corner of Whitehall and Alabama streets, son of James Lynch, one of Atlanta's earliest merchants.[85]

(1924)

In 1924 Georgians seemed satisfied with their state officials for most of them, including Governor Clifford Walker, were re-elected without opposition.[86]

During his first term, and until the fall of 1924, Governor Walker resided in the handsome home of Mr. and Mrs. W. W. Brookes at 1540 (now 1798) Peachtree Road, originally built by Mrs. Hunter P. Cooper, and leased to the state as an executive mansion. In October, 1924, the present mansion at 205 Prado, Ansley Park, was leased (later purchased) for that purpose, and shortly afterward, Governor and Mrs. Walker moved in. The 13-room, 5-bath home of Georgia granite, some of which was quarried from the hill on which the house stands, was originally built by Edwin P. Ansley. Subsequent owners were Robert L. Cooney, George F. McGlawn and John N. McEachern, the latter having leased it to the state.[87]

Former Mayor James L. Key opposed incumbent Mayor Walter A. Sims in the municipal primary of September 24, 1924, but was defeated by a majority of approximately 1,400 votes, Sims carrying 10 out of 12 wards. In contests for other city offices in the same primary, William A. Hansell won over C. S. Robert for chief of construction; F. B. Florence defeated C. E. Gillette for tax collector; W. E. Harwell was renominated for city marshal over S. B. La Salle, and W. H. Johnson, city warden, defeated Mrs. George Dickson, who opposed him for re-election. Several city officials were renominated without opposition. They were: James L. Mayson, attorney; B. Graham West, comptroller; J. H. Ewing, Jr., treasurer; C. J. Bowen, building inspector, and R. C. Turner, electrician.[88]

In the only two aldermanic races decided by the primary, J. Allen Couch, former Fifth Ward councilman, was nominated alderman for the same ward over Foster L. Hunter, and Carl Dolvin won the Tenth Ward post over Charles Ford.[89]

On January 5, 1924, a 25-year-old real estate salesman named John A. White took his seat in city council as councilman from the Fourth Ward, succeeding C. L. Ashley. Thirty years later, a well-known insurance man of 55, he remains in council, thereby setting a record for the longest consecutive period any man has ever been a member of that body. He has served under five different mayors and on virtually every council committee. The John A. White Park in the Cascade Heights section was named in his honor. Since the end of World War II, Mr. White, now councilman from the Fifth Ward, has been particularly active in the city's street lighting and slum clearance programs.[90]

In mid-September, 1924, Atlanta lost one of its most popular city officials when Recorder George E. Johnson, on the bench for ten years, died. To succeed Judge Johnson, City Council chose, by unanimous vote, Andrew W. Callaway, recorder *pro tem* since January 4, 1922, and prior to that date a clerk in the police department. Judge Callaway, like Councilman White, served the public ably and conscientiously for a full generation. He retired from active duty on December 31, 1953, and now holds the well deserved title "Judge Emeritus."[91]

A signal municipal improvement of 1924 was the opening of the Municipal Market of Atlanta on May 1. Situated at Edgewood Avenue and Bell Street, in the exact center of Greater Atlanta, the market serves as an outlet for the products grown by the Georgia farmer. Indeed, it has become the largest single retail center for farm products in the state. The fireproof brick and concrete building came into being largely through the efforts of Colonel William Lawson Peel, James L. Key, J. Frank Beck, Walter O. Foote, Norman C. Miller, John A. Manget, James R. Bachman, Mrs. Norman Sharp, and Mrs. Claude C. Smith.[92]

Since time immemorial in Georgia, most county ministerial officers had been compensated by fee instead of salary. Through the years, as many counties, notably Fulton, became more populous, with a resulting increase in county business, some of the offices, particularly those of Superior Court clerk, ordinary, sheriff, tax collector and tax receiver, became extremely lucrative, much more so, in fact, than the responsibilities of office warranted. The Legislature changed that in 1924.

By Act, approved August 13, to become effective January 1, 1925, the fee system, as applicable to the offices cited above in counties having a population of 200,000 or more by the U. S. Census of 1920, was abolished and the salary system established. It was a constructive step, in keeping with the times.[93]

De Kalb County secured a new ordinary on February 9, 1924, in the person of Vess S. Morgan, who succeeded veteran ordinary James R. George, deceased.[94]

Nineteen twenty-seven was another banner year for new building construction in Atlanta.

Joel Hurt, then in his declining years, extended the Hurt Building east to Ivy Street, thus completely filling the triangular block bounded by Edgewood Avenue, Exchange Place and Ivy Street. He thereby created the South's largest office building.[95] Just across Ivy Street, in October, ground was broken for a big automobile "hotel," erected by the Ivy Corporation.[96] Later known as the Ivy Street Garage and Bolling Jones Building, it is now one of Atlanta's busiest educational centers—the Atlanta Division, University of Georgia Building. One block north, on the northeast corner of Edgewood and Ivy, the old Mason's Annuity Building was remodeled into the Five Ivy Building.[97] Across Carnegie Way from the library, the former two-story brick home of A. G. Rhodes gave way to the Wynne-Claughton, now Mortgage Guarantee Building.[98]

While the Wynne-Claughton Building was rising skyward, its unique neighbor, "The House That Jack Built," facing three streets, Peachtree, Forsyth and Carnegie Way, became the subject of activity. In April, 1924, Hugh Richardson purchased the leasehold on the old landmark, now remodeled and known as the Richardson Building, 160 Peachtree Street.

The structure was originally built by Jasper Newton "Jack" Smith (1833-1918) in 1889. Flanking the original main entrance were two stone blocks. One is inscribed: "This is the House That Jack Built." The other bears a longer message—a combination of information and admonition: "J. N. Smith's Building: Commenced 100 years after George Washington's inauguration as First President—Paul says: Owe No Man:—Let Posterity Heed His Advice."

In 1909 Mr. Smith leased the building and ground to Edward W. Alfriend for a period of 99 years at an annual rental of $2,000. This was one of the first long-term leases made in Atlanta, and was considered at the time to be a mad undertaking for Mr. Alfriend. It turned out to be very profitable, for 15 years later he sold the lease to Mr. Richardson for a figure approximating $150,000.

Jasper Newton Smith took care that his inscribed stone blocks would remain on the building. In the original lease to Alfriend it was stipulated that they should remain there, and that in case the structure was razed they should be incorporated in any new building that might be erected on the site. Hence, when Richardson rebuilt shortly after acquiring the lease, he had the inscribed blocks inserted just above the cornice, where they remain, looking out upon the busy intersection of Peachtree, Pryor, Forsyth and Carnegie Way—an unusual reminder of an unusual man.[99]

As in 1923, a number of large apartment buildings were completed or in the course of construction during 1924. Among them were the Canterbury Manor, St. Andrew's and Grenada or Spanish Court, all on West Peachtree Street, and the Bonaventure Arms, now Clairmont Hotel, on Ponce de Leon Avenue.[100]

Builders were busy on the outskirts too. Berkeley Park, along and contiguous to Howell Mill Road between Chattahoochee Avenue and Collier Road was developed by the E. Rivers Realty Company. Across town, Mrs. S. B. Turman, widow of the late realtor, began subdividing the family estate, Hexagon Hall, at Lakewood Avenue and McDonough Boulevard. A number of modest but attractive homes were erected in this new subdivision during 1924.[101]

As the 1924 baseball season opened Robert & Company, architects and engineers, finished R. J. Spiller Field, described at the time as "the most magnificent baseball park in the minor leagues." At a cost approximating $250,000, R. J. Spiller had kept his promise of the previous fall—while the old park was burning—to provide new concrete stands for the *Crackers* and their fans.[102]

But it was in the field of new hotel construction that 1924 stands above any year in Atlanta's history, before or since. The Biltmore, the Robert Fulton (now Georgian) and the Henry Grady were all completed and opened between April and November.

The Biltmore, costing upward of $6,000,000, for which the foundations were laid early in 1923, was the first to open, that event occurring on April 19. Its original officers were: John McEntee Bowman, president, also president of the Bowman group of hotels; William Candler, whose capital and faith in Atlanta made the project possible, vice-president; Holland Ball Judkins,[103] a native of Danville, Virginia, and an experienced hotel man, vice-president and manager, and W. C. Royer, formerly manager of the Piedmont, assistant manager.

Commented the *Atlanta Georgian* on Sunday, April 20, following the gala opening of the preceding day and evening:

"A golden day and a night of undimmed glory of silver moon, a day and night of clear springtime, made perfect conjunction Saturday between nature and an event that crowns a perfect creation by man—the opening of the Atlanta Biltmore Hotel.

"Drawn to Atlanta from many cities, North and South, for the occasion, hundreds of visitors were profoundly impressed of the completed structure—dazzled is the word, to judge from unmistakably sincere expressions of congratulation for the hotel's builders and for Atlanta.

"No less affected seemed the Atlanta people, more than 1,000 in number, who drove for the first time through the Garden entrance of the great hotel, to be confronted by its immense facade, radiant in the glare of high-powered spotlights.

"The building, the majestic portico of the carriage entrance, the gleaming marble terrace, and the carefully planned garden that was like a gem of many facets, all were fairly ablaze with light in which the expensive automobiles shone, the evening gowns of women twinkled with fairy iridescence, and the general effect was one of grandeur.

"The hotel was thrown open for inspection by the visitors, before and after the dinner, which was served in the main dining room and the Georgian ballroom, two huge chambers that flank the central hall of the main floor, approached by a series of descending steps from the center of the building.

"Chef Eugene Bouvier, honored by royalty as an artist of the cuisine, had extended himself and the resources of his great establishment on that dinner. The menu follows:

Delices of Fruits Biltmore
Essence of Tomatoes Madrilene
Celery Salted Almonds Olives
Filet of Kingfish Fin de Siecle
Potatoes Persilees
Medalion of Sweetbread Monaco
Mousseline of Fresh Mushrooms
Salad Demi Devil
Fantasy Atlanta
Cakes
Demi Tasse

"After dinner the halls were cleared for dancing, to music from the Biltmore orchestra, led by Enrico Leide. In the foyers of both chambers, in the raised balcony of the dining room, in the stately black-and-gold lobby, there was a reception by the men concerned with building and operating the great hotel in which they welcomed an admiring public and won the many hundreds for their friends.

"Centers of the congratulatory groups were John McEntee Bowman, head of the Bowman group of hotels, of which the Atlanta Biltmore is one of the foremost; William Candler, the youthful [34] Atlanta capitalist,[104] who was his associate in building the hotel and who is to serve as vice-president and treasurer of its operating company; W. A. Starrett, of Starrett Brothers, New York, who were the builders; Leonard Schulze, the New York architect, whose firm designed the hotel, and a dozen or more executives of the Bowman organization."

At a dinner the day before the grand opening of the Biltmore, Dr. Carter Helm Jones, pastor of the Second Baptist Church, keynoted the whole occasion when he said:

"Atlanta stands for the New South, the New South with all the romance of music, beauty, poetry, idealism, of a fading past; the New South built upon the everlasting granite of imperishable principles—foundations laid by our fathers in sweat, tears and blood. But the New South, whose prophet was Atlanta's Henry W. Grady, clasped hands with a generous North and blended its progressive spirit and ample capital with our warm hearts and willing hands in the making of a South, which, ever true to the past, is in touch with the present and loves 'Old Glory' as its very own.

"Unique, brilliant Atlanta! Breaker of precedents in city building, with no mighty water courses or vast mineral treasures at her door to guarantee success; beautiful Atlanta, standing at the gateway to the New South with vatic fire in her eyes and the aureole of prophecy upon her brow and the spirit of dauntless optimism guiding an indomitable industry, and she has made a city which has defied urban adage and municipal proverb, a city which is Southern, but no longer sectional, Georgian, but national, too. If Atlanta stands for the New South, the Atlanta Biltmore stands for Atlanta."[105]

The Robert Fulton, Atlanta's tallest, with 15 stories, was designed by architect E.C. Seiz and built by Ben J. Massell, who retained ownership until 1931, when the building was sold to the Candler interests, headed by Asa G. Candler, Jr. In October, 1950, the hostelry was sold to Fred B. Wilson, local hotel man and realty operator, for $850,000, shortly after which its name was changed to The Georgian.[106] The hotel was opened in September, 1924. Said the *Constitution* on July 6 of that year: "The modern traveler will anticipate no want which will not be fulfilled at this newest Atlanta hotel. Each of the 300 rooms will be outside with private bath, and will be equipped with running ice water and 'Servidor' service, and is the first hotel south of Washington with these appointments. From an architectural standpoint, the building will be a splendid addition to Atlanta's modern skyscrapers. Though simple in design, it is highly artistic, the construction being of maroon face-brick and terra-cotta. . . ." Harry F. Zobel was the Robert Fulton's first manager.

The historic old Governor's Mansion disappeared in 1923, following which, in December of that year, excavations began for the 13-story Henry Grady Hotel. The new structure, built by the Henry Grady Hotel Company, composed of H. R. and C. R. Cannon and J. R. de Jarnette, was designed by G. Lloyd Preacher & Company and erected by Gude & Company. The latter firm set something of a record in the way of speed, for the new hostelry was ready to receive guests by Thanksgiving Day, 1924.

While the Henry Grady rises to 13 stories, the top floor is numbered 14. Rooms on this floor are numbered 1412 and 1414. There is no 1413. In explaining this, Cecil Cannon said at the time:

"You have no idea how many persons are superstitious regarding the number 13 in a hotel. While I have no reason to be afraid of the number; I'm not going to have it if the patrons don't want it. I've known traveling men who would sit up all night rather than occupy a room numbered 13. . . ."[107]

It is doubtful if, prior to 1924, the people of De Kalb County and particularly those of the quiet little town of Ingleside, just east of Decatur, had been exposed to a promoter of quite the caliber of George Francis Willis.

This unusual and useful citizen was born at Waynesville, North Carolina, in 1880. Sometime after attending Bingham Military School, Asheville, North Carolina, he went to Knoxville, Tennessee, where he became connected with a firm making proprietory medicines. Recognizing the business as a money maker, he entered the field himself, not as a chemist or mixer of formulae, but as a salesman and promoter extraordinary. In 1913 he founded International Proprietaries, Inc., of the United States and Canada, of which organization he became president. Between that time and 1922, when he sold out to S. A. Lynch for more than a million dollars, Mr. Willis made a sizable fortune in *Tanlac.* Meanwhile, he turned his attention to another proprietary called *Zonite,* an antiseptic preparation developed from the famous Dakin's solution of the first World War. It produced another fortune for the energetic Mr. Willis, before he sold his stock in the product to the Huttons of New York.[108]

It was about this time that he essayed the role of real estate developer and made his great impact on De Kalb County. On Saturday, January 19, 1924, it was announced that G. F. Willis had purchased the town of Ingleside and 950 acres of adjoining land, which he intended to develop into a model residential suburb.[109]

During the next four years, through the instrumentality of Mr. Willis, money derived from *Tanlac* and *Zonite* transformed nearly 1,000 acres of De Kalb County field, pasture and farm land into the beautiful modern subdivision known as Avondale Estates. The money ran out, but the indefatigable Mr. Willis seized upon another proprietary called *Sargon,* and was well on his way to a third fortune when he died in July, 1932. By this time, however, Avondale Estates was a tangible, if not financially successful, reality. On March 16, 1925, Ingleside, a United States post office since 1892, became Avondale Estates.[110] By Act of the Legislature approved August 25, 1926, Avondale Estates became the City of Avondale Estates.[111] The community was described in 1928:

"Avondale Estates, an incorporated city, population 750; 7 miles east of Atlanta, adjoining Decatur at eastern city limits; 20 minutes from Atlanta by motor, 30 minutes by express trolley on the main line of Georgia Power Company's Stone Mountain line.

"So stupendous was the development program announced four years ago for Avondale Estates that it fairly staggered the imagination. Its ultimate completion was almost beyond belief, so gigantic it was.

"But it has been carried out in every detail. Now Avondale Estates stands as an unparalleled achievement in the annals of southern real estate history. Not only has it been epoch-making here, but has attracted nation-wide attention.

"Civic engineers and city planning authorities of international repute declare emphatically that it cannot be equalled anywhere—for scientific planning and thorough-going perfection in providing every requirement for an ideal land of homes.

"Avondale has: Twelve miles of paved streets; a large lake for boating, swimming, fishing; a commodious, picturesque swimming pool; golf, on the adjacent Forrest Hills course; acres of shaded parks; tennis courts, athletic fields of every sort

"The most completely-equipped children's playground south of Philadelphia—occupying five acres—with every known help to healthful play.

"An up-to-date business district, where every known household need may be supplied.

"A modern, well-appointed school, with accommodations for 350 pupils.

"Dairies, where 30 splendid Jerseys provide purest milk and cream.

"A large nursery.

"Every promise has been fulfilled, and many other improvements are under way or projected for 1929."[112]

Two of Atlanta's best-known landmarks disappeared in 1924. On the freezing cold Sunday morning of January 6, the massive four-story red brick building of the Boys' High School, at the southeast corner of Courtland and Gilmer streets, was gutted by a fire which threatened the city auditorium and destroyed two adjoining houses on Courtland Street.[113] Later in the year historic old St. John's Evangelical Lutheran Church, at the northwest corner of South Forsyth and Garnett streets, erected in 1879, fell a victim to wreckers. South Forsyth, long past its heyday as a residential street, was fast giving way to business and commerce.[114] Today none of its old homes and churches remain.

Nineteen twenty-four removed many old and useful citizens from the scenes of their earthly labors. Among them were: Walter Hughes, native of Murrayville, Illinois, owner of the Hughes Piano Company and a well-known local musician; David Morgan, born in Troup County, widely known real estate man; William A. Winburn, president Central of Georgia Railroad, a native of Gainesville, Georgia; Judge James R. George, ordinary of De Kalb County since 1903 and a native of that county; John E. Murphy, banker and capitalist, previously noted; William E. Hawkins, a native of Americus, Georgia, well-known insurance man; John H. Welch, veteran N. C. & St. L. Railroad engineer and former city councilman; Fairfax E. Montague, general traffic manager, Southern Bell, a native of Virginia and an 1883 graduate of West Point; Dr. A. L. Fowler, well-known specialist, graduate Atlanta Medical College and a native Atlantan; Hugh L. McKee, former postmaster; Dr. William H. Emerson, dean of the chemistry department at Georgia Tech, a native of Tunnel Hill, Georgia; Samuel A. McGill, president Atlanta Hosiery Mills; John Mims, born in Campbell County near Atlanta, at the time of his retirement in 1923, the oldest engineer on the Southern between Atlanta and Birmingham; Arthur R. Dyer, prominent in business and fraternal circles, member of council from the Seventh Ward, a native of Toledo, Ohio; Lucien York, noted merchant and general manager of M. Rich & Brothers Company, connected with the firm since 1884; Captain Geodloe Yancey, Confederate veteran, a former mayor of Athens and since 1897 secretary of the State Prison Commission; John Carey, a native of Montreal, Quebec, Confederate veteran, a resident of Atlanta since 1880, for whom Carey Park on the River car line was named; Clarence Blosser, president of the Blosser Company, medicine manufacturers; Henry M. Patty, a native of Louisville, Mississippi, and a member of the Atlanta bar since 1887; Colonel Patrick H. Brewster, born on a plantation near Newnan, Confederate soldier, graduate of the University of Virginia and noted lawyer; Dr. J. N. Cook, widely known veterinary surgeon, a native of Canada; Charles W. Crankshaw, a pioneer Atlanta jeweler; Buel B. Risinger, conductor of the Howard Theater orchestra and a prominent figure in Atlanta musical circles, a native of Winona, Minnesota; William T. Cody, assistant chief of the fire department and a son of Chief W. B. Cody; Frank D. Holland, native of Danville, Virginia, prominent insurance man; Isaac Liebman, president of the Atlanta Paper Company, an organizer and first president of the Standard Club, and prominent in Jewish philanthropy; Dr. Susan Mary Hicks, beloved Atlanta woman and the first of her sex to practice medicine in the city; Major Lucius L. McCleskey, Confederate veteran and prominent railroad man, connected with the Southern and its predecessors since 1881; Oscar Elsas, president of the Fulton Bag and Cotton Mills, a son of founder Jacob Elsas; Adam R. Hemperley, born in Campbell County and a prominent East Point real estate man; Dr. James B. Baird, noted physician, a native of Columbus, Georgia; Henry Wellhouse, originally of Rochester, New York, president and treasurer of the National Paper Company.[115]

Others were: Benjamin F. Ulmer, branch manager Buick Motor Company, a native of Savannah; Dr. A. R. Holderby, Confederate surgeon and for many years pastor of the old Moore Memorial Presbyterian Church on Luckie Street; Colonel Ossian D. Gormon, widely known poet and writer, originally of Talbotton, Georgia; George Troup Howard, died in Baltimore, cotton merchant and builder of the Howard Theater; Jacob Steinheimer, pioneer Atlanta merchant, a native of Germany; Hubert L. Culberson, long-time treasurer of Fulton County, a son-in-law of the noted jurist and philosopher, Logan E. Bleckley; Bishop Joseph Edward Gunn, founder of Marist College and former pastor of the Sacred Heart Church, a native of County Derry, Ireland; Henry A. Rucker, prominent Negro citizen, a native of Washington, Georgia, and collector of internal revenue for Georgia from 1897 to 1910; Captain W. H. H. Phelps, merchandise broker and a noted Confederate veteran; J. B. Hockaday, president of the Southeastern Express Company; James M. Stephens, a native of Canton, Georgia, for many years superintendent of the Western Union Telegraph Company in Atlanta; Lynch M. Terrell, born in Columbus, Indiana, a resident of Atlanta since 1876, and for 30 years superintendent of railway mail service in this area; William Henry Smith, comptroller of the Atlanta & West Point Railroad and the Western Railway of Alabama; John J. Eagan, died in Asheville, North Carolina, a native of Griffin, Georgia, and an outstanding business man and philanthropist; Robert R. Wood, vice-president of the George Muse Clothing Company, a native of Covington, Georgia; George R. Donovan, vice-president of the Atlanta and Lowry National Bank,[116] and Mrs. Jesse Parker Williams, for many years president of the Georgia, Florida & Alabama Railroad and known as the only woman railroad president in the world.[117]

(1925)

As Atlanta and Fulton County reached the midway point in the decade of the 1920's it might be interesting to pause and identify the public officials of both. They were:

City of Atlanta

Mayor, Walter A. Sims.

Aldermen:

Ward 1—Dr. W. B. Duvall, physician.
Ward 2—Dr. P. L. Moon, physician.
Ward 3—William B. Hartsfield, lawyer.
Ward 4—Robert A. Gordon, furniture merchant.
Ward 5—J. Allen Couch, retail merchant.
Ward 6—J. L. McLendon, real estate.
Ward 7—Jesse W. Armistead.
Ward 8—Claude E. Buchanan, manufacturers' agent.
Ward 9—Oscar Williamson, railroad conductor.
Ward 10—Carl Dolvin, realtor.
Ward 11—J. L. Carpenter.
Ward 12—J. R. Bachman, secretary, Atlanta Milling Co.

Councilmen:

Ward 1—R. F. Pennington, salesman.
S. A. Wardlaw, station master, Terminal Station.
Ward 2—T. L. Slappey, lawyer.
C. G. Allen, salesman, George Moore Ice Cream Co.
Ward 3—Dr. C. C. Aven, physician.
C. L. Chosewood.
Ward 4—Dr. C. J. Vaughan, physician.
John A. White, real estate salesman.
Ward 5—Thomas C. Morris, retail merchant.
Dr. W. M. Etheridge, physician.
Ward 6—Harry York, salesman.
Dr. L. P. Baker, physician.
Ward 7—Wiley L. Moore, manager, Wofford Oil Co.
J. T. Ozburn, secretary, A. K. Hawkes Co.
Ward 8—Edward H. Inman, capitalist.
Frank H. Reynolds, insurance.
Ward 9—Charles D. Knight, president, Piedmont Laundry.
Horace Russell, lawyer.
Ward 10—T. Frank Callaway, machinist.
W. Garland Cooper, loans.
Ward 11—Leo Sudderth, lawyer.
W. R. Johnson.
Ward 12—J. M. House, retail grocer.
W. E. Saunders, superintendent, Atlanta Baggage & Cab Co.

Recorder, A. W. Callaway.
Clerk, Walter Taylor.
Comptroller, B. Graham West; chief clerk, L. A. James.

Tax Collector, F. B. Florence.

Tax Assessors, H. M. Perkerson, J. C. Little, William A. Hancock.

Marshal, W. E. Harwell.

Treasurer, J. H. Ewing, Jr.

Building Inspector, C. J. Bowen.

License Inspector, C. L. Wooddall.

Purchasing Agent, William P. Price.

Chief of Construction, W. A. Hansell.

City Health Department, Dr. J. P. Kennedy, health officer.

City Planning Commission, R. W. Torras, engineer and secretary.

Electrician, R. C. Turner.

Attorney, James L. Mayson; Jesse M. Wood, assistant.

Warden, W. H. Johnson.

Collector of Street Improvement, Edward White, Jr.

Park Department, L. L. Wallis, manager.

Water Department, W. Zode Smith, manager.

Weights and Measures, J. J. Barnes.

Public Schools, Willis A. Sutton, superintendent.

Fire Department, W. B. Cody, chief.

Police Department, E. L. Jett, acting chief.

City Court of Atlanta, H. M. Reid, A. E. Calhoun, judges; Roy Dorsey, solicitor.[118]

County of Fulton

Commissioners of Roads & Revenues, Virlyn B. Moore, chairman; P. S. Etheridge, George M. Hope, I. N. Ragsdale, Edwin F. Johnson; Henry M. Wood, clerk.

Clerk, Superior Court, T. C. Miller.

Warden, A. A. Clark, Jr.

Agricultural Department, H. L. Brown, agent.

Alms House, A. Q. Turner, superintendent.

Coroner, Paul Donehoo.

Industrial Farm, Hapeville, T. E. Suttles, superintendent.

Jail, R. M. Holland, J. L. Milam, jailers.

Physicians, Paul McDonald, D. H. Redd, W. J. Auten, J. W. Hurt, S. T. Biggers.

Purchasing Agent, C. M. Holland.

Superintendent of Public Works, A. A. Clarke, Jr.

Tax Assessors, James Bell, H. W. Gilbert, J. H. Elliott.

Tax Collector, W. S. Richardson.

Tax Receiver, W. H. Abbott.

Tax Investigator, Frank F. Smith.

Treasurer, Margaret A. Culberson.[119]

Public Schools, Jere Wells, superintendent.

Health Department, T. E. Lockhart, health officer.

Police Department, George Mathieson, chief.

Municipal Court, Luther Z. Rosser, J. B. Ridley, C. L. Pettigrew, L. F. McClelland and T. O. Hathcock, judges; O. H. Puckett, clerk.

Juvenile Court, Garland M. Watkins, judge.

Ordinary, T. H. Jeffries, judge.

Sheriff, J. I. Lowry.

Chief Deputy Sheriff, C. E. Register.

Solicitor General, John A. Boykin; Assistant Solicitor, E. A. Stephens.
Superior Court, E. D. Thomas, William D. Ellis, George L. Bell, J. D. Humphries, G. H. Howard, judges.
Probation Officers for Adults, D. W. Green, G. A. Maddox.[120]

Municipal achievements of 1925 included improvements to the waterworks, extension of the sewer system, 28 miles of street paving, the leasing of Candler Field from Asa G. Candler, Jr., for development as a municipal airport, and the inauguration of a policy of selling surplus steam at the crematory to the Georgia Power Company.[121]

The public school system continued to expand during the year. The Hoke Smith Junior High, at 225 Hill Street, was completed. The senior high school for girls on Rosalia Street was finished and occupied in January; the new senior high for boys at Tenth and Jackson streets had been completed and occupied in September, 1924, and Fulton High School, on the site of the old home of the late Governor Joseph E. Brown at Washington Street and Brown Place, neared completion as 1925 ended.[122]

Effective January 1,1925, the city limits of Atlanta were extended so as to include tracts of land in all directions. To the northwest, out Marietta Street, a section of the Howell Station neighborhood not already in, and Rockdale Park were included. To the southwest, a small tract adjoining Cascade Heights, and lying in land lots 152 and 169 of the 14th District. Also a small tract adjoining the southeast corner of West View Cemetery. To the south, a tract east of the original Capitol View section, and lying between the A. & W. P. Belt Line and Deckner Avenue, east of Stewart Avenue, all being in land lot 88 of the 14th District. To the northeast a sizable tract was annexed, including Morningside Park and most of the territory now occupied by Johnson Estates, then undeveloped.[123]

Private building operations during 1925 kept to the fast pace set in 1924. The Henry Grady office building and the B. F. Keith Theater development, to the rear and adjoining the new Henry Grady Hotel, featured downtown construction. The Massell Realty Company was busy all over town erecting buildings for branches of national concerns moving to Atlanta almost daily. Among them were the Pathe and Fox Film Exchanges on Walton Street; the Buick building at Spring and Baltimore Block; a building for the Fiske Tire Company and the Michelin Tire Company on Stewart Avenue just off Whitehall, and quarters for the Cudahy Packing Company on Whitehall near McDaniel Street. Out Peachtree, just north of the Georgian Terrace, the new Cox-Carlton bachelor hotel reared its 12 stories skyward, while on the northwest corner of Highland and Ponce de Leon avenues the elaborate apartment, now known as The Briarcliff, was abuilding. At the same time Phillips C. McDuffie was getting his new Garden Hills residential development near Buckhead well under way.[124]

The railroads were busy with improvements too. The Atlanta Terminal Company tore down the great trainshed, erected in 1905, covering all tracks at the Terminal Station, and began its replacement with the present "butterfly" type sheds.[125] The Southern Railway completed its new passenger locomotive shops and coach yard at North Avenue and Gray Street. At the same time the railroad converted its old "South Shops" on Windsor Street into an ultramodern plant for heavy locomotive repairs, naming the new installation "Pegram Shops," in honor of its resident vice-president, Robert B. Pegram.[126]

While all this work was going on the Southern inaugurated the South's finest train. Its famous old *New York and New Orleans Limited,* Nos. 37 and 38, became the *Crescent Limited.* The new de luxe train, all Pullman between Atlanta and New York, made its first northbound run out of Atlanta on Sunday, April 26, 1925, with veteran engineer Joseph N. Watson at the throttle. Two million dollars were spent to equip the new train.[127] The specially assigned Pullmans were named for eminent southerners of the states through which the train passed, such as Robert E. Lee, Patrick Henry, Clement C. Clay, Joel Chandler Harris, Benjamin Tillman, Wade Hampton, Jubel A. Early, General Longstreet, P. G. T. Beauregard, Zebulon B. Vance, and others.

It was also during this period (1923-1928) that the Southern was taking delivery, from the Schenectady and Richmond works of the American Locomotive Company, of its famous Ps-4 class 4-6-2's—first ladies of the Pacifics. Then, while vacationing in England in 1925, Southern Railway President Fairfax Harrison got an idea. He observed British locomotives styled in a beautiful shade of light green, with trimmings of gold leaf striping. He decided to brighten up his own engines, beginning with the new Ps-4's. Harrison's ideas were to be supplemented by the then standard SR practice of trimming wheel tires and running boards in aluminum paint, by number plates of brass with red backgrounds, by light graphite smoke boxes and shipshape maintenance of metal "brightwork."

His notions proved a stroke of press agent's genius, astutely adapted to the tastes of a region long accustomed to colorful and immaculate motive power. One by one the Ps-4's arrived in their new green and gold livery. They attracted attention everywhere. Most certainly an entire generation of southern boyhood was permanently and irresistibly captivated.[128] Individual shopmen and enginemen were allowed to add certain adornments of their own choosing. Brass "candlesticks" and "antlers" flanked headlights; eagles or Masonic emblems were mounted on smoke boxes; stars appeared on cylinder heads; brass rings became popular on stacks. It was a great era of railroading. For 20 years the Ps-4's, with their deep-throated whistles, pulled the Southern's crack trains across the South. Now they are gone—superceded by the more efficient but less colorful Diesel. The Southern pulled the fire in its last steam locomotive, Heavy Mikado No. 6330, at Chattanooga, Tennessee, on June 17,1953.[129]

For more than a generation one of Atlanta's leading department stores had been the Davison-Paxon-Stokes Company. The firm was founded in 1891 by three former associates of merchant Joseph Madison High, E. Lee Douglass, William J. Thomas, and English-born Beaumont Davison. Then known as Douglass, Thomas & Company, the partnership dealt chiefly in dry goods and notions, in modest quarters on the west side of Whitehall Street between Hunter and Mitchell streets. Not long afterward the firm name was changed to Douglass, Thomas & Davison, and, in 1894 larger quarters, one block north and running through to Broad Street, were occupied. Following the death of Mr. Thomas in 1897, the firm name of Douglass & Davison was adopted. Thomas L. Stokes, an employee, became a member of the firm in 1899. In 1901, Mr. Douglass retired, and Frederic J. Paxon, a native of Philadelphia and for many years associated with the American Baptist Publication Society, became a firm member, the name then being changed to Davison-Paxon-Stokes Company.[130]

The store continued to grow, both in patronage and usefulness to the community. It attracted more than merely local interest. On March 12, 1925, a group of top officials of R. H. Macy & Company, New York, headed by Isidor Strauss, came to Atlanta. They were heartily received by local bankers and business leaders, and that evening were guests of the Presidents Club for dinner. The next day it was announced that R. H. Macy & Company and Davison-Paxon-Stokes Company had effected a merger. Plans were also announced for a new $6,000,000 department store.[131]

Later in the year the names of the original officers and directors of Davison-Paxon-Stokes Company, affiliated with R. H. Macy & Company, were announced. They were: Beaumont Davison, president; F. J. Paxon, secretary-treasurer; T. L. Stokes, general manager; executive committee: Jesse Isidor Strauss, chairman; F. J. Paxon, vice-chairman; Beaumont Davison, T. L. Stokes, Robert C. Alston; board of directors: Messrs. Davison, Paxon, Stokes, Alston, Asa G. Candler, Jr., Edward H. Inman, Jesse Isidor Strauss, Herbert N. Strauss, Percy S. Strauss, Edmond E. Wise, and Alfred B. Koch, of Toledo, Ohio.[132]

On April 25, 1925, R. H. Macy & Company signed a contract with Asa G. Candler, Inc., to erect for them a mammoth department store building on Peachtree Street between the Henry Grady Hotel and Ellis Street. The new building was designed by Starrett & Van Vleck, of New York, and Hentz, Reid & Adler, of Atlanta, and was erected by Starrett & Company, builders.[133] On Monday morning, March 21, 1927, without any special ceremonies, the new temple of commerce was thrown open to the Atlanta public.[134]

It was about this time that Mr. Stokes retired from the business (he lived until 1950); Mr. Davison continued as chairman of the board until his death in 1932. Not long afterward Colonel Paxon became chairman of the board, holding the position until his death in 1939. Meanwhile, active management of the store was vested in Raymond A. Kline, as president and general manager. Since 1940, the institution has been under the lively direction of public-spirited Charles H. Jagels.[135]

During the same year Davison's and Macy's merged, a new firm, composed entirely of Atlantans, took its place modestly in the local financial world. Courts & Company was founded in 1925 by Richard W. Courts, Jr., formerly of the Atlanta National Bank and the Trust Company of Georgia, and his father, the late Richard W. Courts, Sr., for many years traveling freight agent for the Illinois Central Railroad, who moved with his family to Atlanta from Clarksville, Tennessee, in 1909.

The new firm, announcing that it would "specialize in Atlanta bank stocks and other local securities," began business in a small office at 113 Hurt Building, with the two founders, an associate, W. F. Broadwell, and one secretary—and with a net worth of $40,000. In 1933, Malon C. Courts, a younger brother of Richard, Jr., was admitted to full partnership. By 1950, when Courts & Company reached the quarter-century mark, it could boast nine partners, including Mr. Broadwell; a net worth in excess of $1,500,000, twenty branch offices and membership in all of the leading exchanges. In serving investors, businesses and municipalities of the South, the firm no longer specializes in any one type of security or commodity. It deals in a full line of financial "merchandise."[136]

The great Florida real estate boom of the 20's developed slowly. It was not until 1924 that it took on opulence and glamour. By that time automobiles from every state in the Union, plus Canada, were passing through Atlanta headed for what had become a veritable promised land. The mere ownership of a piece of Florida real estate was, in the imagination of thousands, as sure a route to wealth as gold in California to the forty-niners. Barbers forsook their chairs, restaurant men closed up shop, soda jerkers deserted the fountain, preachers, teachers, confidence men, hotel clerks, elevator operators, bootblacks, newsboys, salesmen, cooks, maids, even business men of considerable substance, withdrew savings, sold their belongings, and headed south for the big bonanza.

By the spring and summer of 1925, the boom attained its dizziest height. Wrote Hal Steed:[137] "Property in Miami changed hands so fast that it was never delivered to the buyers. You bought contracts of sale—binders they were called—and you sold your binder to the next eager buyer, and he to the next, and so on. The title companies were swamped. The real estate agencies kept open house, with band concerts and teas, and stayed open all night. . . ."

It was very exciting and exhilarating while it lasted but the pace was too wild even for Miami. The final collapse came in 1926. The rank and file returned looking for work. Some erstwhile business men were carried back in coffins with bullets in their brains.

The Florida boom touched off Atlanta's greatest advertising campaign. In the summer of 1925 the city faced a crisis, psychological perhaps, but withal a crisis. Many were dismal and discouraged about the exodus to Florida. Banks were losing savings accounts, merchants were losing sales and the real estate business languished. The situation became a source of concern to Atlanta's more stable men. They knew the folly of such pessimistic rumbling, but they realized what its effect might be if not counteracted.

In October, at a meeting of Atlanta business leaders, W. R. C. Smith, a well-known publisher of trade magazines and president of the Chamber of Commerce, advanced a brilliant idea. Why not put on a nationwide campaign to advertise the city of Atlanta? His thesis was that, "If the world knows of Atlanta's advantages, more of the world's business will come here—and this will not only bring the city's activity and enterprise back to normal, but will send it long strides ahead of any progress it has ever known before."

To make a long story short, a Forward Atlanta Commission, chairmanned by Ivan Allen, was organized in November, 1925. It was composed of the following gentlemen:

Frank Adair
Ivan Allen
Philip H. Alston
Charles D. Atkinson
Benjamin S. Barker
L. H. Beall
Milton Bell
William Candler
Milton Dargan, Jr.
Jackson P. Dick
Henderson Hallman
George M. Hope
Clark Howell, Jr.
Harry H. Johnson
Dr. Herbert Kennedy
Roy Le Craw
N. Baxter Maddox
George Marchmont
Louis P. Marquardt
Virlyn B. Moore
Wiley L. Moore
L. T. Y. Nash
Frank Neely
A. J. Orme
J. K. Orr
J. K. Ottley
Emmett Quinn
Ronald Ransom
W. R. C. Smith
James L. Wells
George W. West
Russell Whitman
J. H. Woody
H. Lane Young

The story of the Atlanta region's climate, labor supply, location and abundant natural resources was presented through all media of advertising to the entire nation. This intensive program, costing $825,000, for the importation of new factories and commercial firms, was carefully planned and presented. During the next four years, 1926-1929, inclusive, the campaign paid rich dividends.

Atlanta received 762 new enterprises, employing over 20,000 persons and paying annual wages and salaries amounting to more than $34,500,000.[138]

The vast majority of these new enterprises were branch offices, agencies or assembly plants of national concerns. Atlanta was coming into its own as a distribution center and could well justify the oft-used title of "branch office town."

At least three noted landmarks, two of them in downtown Atlanta and one some distance out, yielded to progress during 1925.

The two and a half story, red brick and terra-cotta Richards, or Abbott home, on the west side of Peachtree between Ellis and Cain, was torn down to make way for the new store erected by Asa G. Candler, Inc., for Davison's. The imposing residence was built in the mid-eighties by Banker Robert H. Richards. After his death in 1888, his widow, née Josephine Rankin, of La Grange, married Benjamin F. Abbott, a prominent lawyer. Following Mrs. Abbott's death the home was used successively by the University Club, during World War I as a soldiers' club, and finally as Yaarab Temple. During its latter years the house stood as a quaint, lonely relic of a by-gone generation, elbowed by business buildings. It was the last link that held this once famous residence block to the glory of the past.[139]

Captain James W. English, Confederate soldier, pioneer citizen, former mayor and city builder, died in February, 1925, aged 88. Since 1871 he had resided at 40 (formerly 34) Cone Street, between Walton and Poplar. He reared his family there. Some of the most distinguished guests who ever visited Atlanta were entertained beneath its hospitable roof. Social gayeties graced its parlors and many marriages were solemnized within its walls. Many development plans which carried Atlanta onward and upward as a city were framed in the historic house by pioneers long since dead.

In July, following Captain English's death, workmen began to tear down the old faded red brick two-story home so that business might have full sway along Cone Street. Like the Abbott home on Peachtree, it was one of the last links connecting the past and the present in downtown Atlanta.[140]

Sixteen miles north, on the Roswell Road, the weatherbeaten old covered bridge across the Chattahoochee, connecting Fulton and Cobb counties, was replaced, a few feet downstream, with a modern concrete bridge. The eight-arched structure was formally dedicated on July 17, 1925. The counties of Fulton and Cobb cooperated in its construction.[141]

Nineteen twenty-five was a tragic year for the Atlanta Fire Department. During the pre-dawn hours of April 6, a policeman discovered a fire in the two-story joist constructed building at 321 Decatur Street, between Bell and Fort streets, occupied by the Jass Manufacturing Company, dealers in cotton waste.

Practically every piece of fire apparatus in the city was rushed to the scene. Whipped by a strong wind the flames spread rapidly, and soon adjoining structures were threatened. In an effort to check the conflagration at its source, Captain C. O. Bone, of Engine Company No. 4, and Lieutenant R. L. Dennard, of Engine Company No. 6, led four picked men into the factory structure to lay a hose line. Unknown to the firemen was the fact that the second floor was overloaded with bales of cotton, now waterlogged and heavy as lead. Scarcely had the squad disappeared into the smoke than the second floor supports gave way. The men were buried under tons of wet cotton and blazing debris. All were crushed to death or suffocated. Besides Captain Bone and Lieutenant Dennard, the men who died in this disaster were Hosemen F. F. Wilson and L. H. Smith, of Company 4, and Hosemen C. C. King and E. S. Konkle, of Company 6. Atlanta has experienced worse fires, but never one, before or since, so costly in the lives of its fire-fighters.[142]

Added color was given to Atlanta's social life in the fall of 1925, when the Girls' Cotillion Club was organized by the Debutante Club of 1924-1925. As the girls jokingly said at the time, they formed the club because, as post debutantes, they refused to ‘be on the shelf.” There was, however, a deeper reason. The popular group of belles who were debutantes during that festive season had been close friends since school days, and it was with a feeling of sentiment that the Club was formed to “carry on.”

When the club was formed, almost simultaneously with the organization of the Debutante Club of 1925-26, Ellen Newell (now Mrs. Wright Bryan), was elected first president, being reelected the next year to lead the club during the second season. Organizing members were post-debs who had been wined and dined during their debutante year with Harriet Shedden (now Mrs. Henry W. Grady, Jr.) as the president. After the initial meeting, held at the Piedmont Driving Club, it was decided that a group of girls—those who had bowed in previous years or had elected not to make their bows—be invited to become members of the city's first Girls' Cotillion Club.

In addition to Mrs. Bryan, the officers elected in 1925 were the late Louise Nelson (Mrs. Erroll Eckford), vice-president; Harriet Shedden (Mrs. Henry W. Grady, Jr.), secretary, and Will Hawkins (Mrs. Charlton Theus, of Savannah), treasurer.

Other 1924-25 debutantes who formed the club were Ida Sadler (Mrs. Daniel O'Day, of New York), Callie Orme (Mrs. William T. Healey, Jr.), Valeria Manley (Mrs. Hunter Cooper), Eugenia Buchanan, Mary Clarke Ballenger (Mrs. Marshall Foster), Rebecca Ashcraft (Mrs. Claude McGinnis, Jr.), Maria Brown (Mrs. Tom Blake, of Washington), Catherine Raine (the late Mrs. Marion Watson), Corday Rice (the late Mrs. Hugh Nunnally), Mary Brown Spalding (Mrs. Thomas Croom Partridge), Lucy Elizabeth Harper (Mrs. Harper Oswald), Aileen Harris (Mrs. DeLeon Scruggs), Margaret Elder (Mrs. J. J. Haverty, Jr.), Telside Pratt (Mrs. Douglas Matthews), Ethel Hunter (Mrs. William Ogden, of Chicago), Constance Cone (Mrs. Trenton Tunnell) Donna Stone (Mrs. John Graham, of Scarsdale, N. Y.) and Mary Ann Lipscomb (Mrs. George Weyman).

Invited to join the club that first year were Mary Sadler (Mrs. Nathaniel Bailey, of Griffin), Edythe Coleman (Mrs. E. Ralph Paris), Margaret Nelson (Mrs. William Frederick Williams, of Bristol, R. I.), Martha Boynton (Mrs. Oscar Davis), Douglass Paine (Mrs. William Saffarrans), Catherine Murphy (Mrs. Julian Riley), Elizabeth Whitman (Mrs. Robert Hunt), Alice Stearns (Countess Bernard de Sieyes), Grace Goldsmith (Mrs. Charles Cox), Sara Schoen (Mrs. Freddie Duggan, of Spring Lake, N. J.), Katherine Haverty (Mrs. Russell Bellman), Margaret Middleton (Mrs. Parks Huntt), Anne Stringfellow (Mrs. Preston S. Arkwright, Jr.), Pauline De Give (Mrs. Marshall Wellborn, of Rome), Jennie Hodgson (Mrs. Edward Van Winkle, Jr.), Margaret Stovall, Frances Arnold (Mrs. Hugh Richardson, Jr.), Virginia Campbell,[143] Isabelle Johnston, Elizabeth Hawkins (Mrs. Elizabeth Hopkins), and Frances Brown (Mrs. Brown Morrissey, of Franklin, Tennessee).

The Girls' Cotillion Club entered the social spotlight in 1925 when the members entertained at a brilliant supper dance at the Driving Club, thus marking the beginning of annual affairs of this nature highlighting the Christmas season. At this first dance President Ellen Newell led a cotillion figure with Thomas B. Paine, whose presence was a 'must" at all leading social affairs of the period. The girls were given old-fashioned lace-fringed bouquets of roses, valley lillies and sweet peas. The men were given boutonnieres.[144]

Nineteen twenty-five took its toll of well-known citizens. Among the deceased were Robert Zahner, native of Ohio, one-time law student in the office of William Howard Taft, a resident of Atlanta since 1889 and builder of the Zahner Building at Peachtree and Tenth streets; James Osgood Wynn, long-time Southern manager for the Prudential Insurance Company, son of a Georgia Methodist minister who went to California as a missionary in the days of "Forty-Nine"; Benjamin D. Watkins, prominent real estate man; J. Epps Brown, former president, and chairman of the board, Southern Bell Telephone Company, a native of Newberry, South Carolina; Alexander W. Farlinger, came to Atlanta 40 years before from Fort Covington, Kentucky, became the city's first large scale retail grocer, builder of the Farlinger Apartments, now Frances Hotel, at the junction of Peachtree and Ivy streets; J. W. Goldsmith, Sr., born in Hamburg, South Carolina, Confederate veteran, former city councilman, banker and realty owner; W. R. "Cap'" Joyner, former mayor and long-time chief of the fire department, born in Cobb County in the house in which William Gibbs McAdoo was born five years later; Henry L. Collier, noted civil engineer and former chief of construction, for the city, born in Atlanta, son of Judge John and Henrietta Wilson Collier; A. G. Couch, Sr., president of the Couch Brothers Manufacturing Company at East Point and a prominent citizen of that community; Judge W. Colquitt Carter, United States commissioner for the northern district of Georgia; Major Thomas Peters, originally of St. Louis, Confederate soldier and pioneer Atlanta insurance man; Dr. Mansfield T. Peed, oldest member of the Emory University faculty in point of service, head of the mathematical department of the college of liberal arts; Samuel Yoer Tupper, general manager of the Queen Insurance Company for the southern states and a former president of the Southeastern Underwriters' Association, a native of Charleston, South Carolina; Harvey Hill, prominent attorney, son of the late Solicitor-General Charles D. Hill; Robert N. Hughs, manager of the southern department of the Insurance Company of North America, born at Irwinton, Georgia; Charles E. Harman, president of the Atlanta Baggage & Cab Company and former general passenger agent, Western & Atlantic Railroad; Captain William F. Terry, for 32 years a member of the Atlanta police force; Judge John C. Todd, justice of the peace of the Peachtree District for 30 years and a son of pioneer settler Richard C. Todd; Henry Lewis, native of Barnstable, Massachusetts, pioneer Atlanta flour miller and brother of the late cracker manufacturer, T. S. Lewis; James W. Vaughan, for 45 years sheriff of the Supreme Court of Georgia; Henry H. Tucker, well-known realty owner, noted for his custom of taking exceptionally long walks, son of the late Dr. Henry Holcombe Tucker, eminent divine and early president of Mercer University; Professor D. N. Baldwin, veteran Atlanta musician and band leader; Alex W. Smith, Sr., native of Habersham County and a brilliant member of the Atlanta bar, dropped dead of apoplexy at the Piedmont Driving Club just before a banquet to Secretary of State Charles Evans Hughes began.[145]

Others were Judge Andrew E. Calhoun, veteran judge of the criminal court of Atlanta, affectionately known as "Judge Andy," a native of Newnan and a brother of the late eminent Dr. Abner W. Calhoun; Mrs. Maud Barber Cobb, State Librarian since 1908; Dr. E. C. Cartledge, well-known physician, born in Lawrenceville, Georgia; Elijah A. Brown, long prominent in club, civic and business circles, born in Canton, Georgia, a son of the late Governor Joseph E. Brown; Charlton B. Bidwell, originally of Lansingburg, New York, head of the local offices of the American Audit Company, prominent in musical and art circles and general manager of the Municipal Light Opera Association, which had its first local season in the summer of 1925; Alonzo Richardson, native Atlantan, regarded as the father of accountiing in Georgia; Mrs. James F. Alexander, née Ada Reynolds, of Covington, widow of pioneer Physician James F. Alexander, and one of the oldest residents of the city; H. Bedinger Baylor, born in Charlestown, West Virginia, civil engineer and twice an independent candidate for governor of Georgia; Colonel William T. Gentry, came to Atlanta in 1884 as manager of the local telephone exchange and rose to the presidency of the Southern Bell Telephone Company; Francis Marion White, 99, a resident of the Oakland City area his entire life, ante-bellum school teacher and tax collector of De Kalb County, 1850-1852, before Fulton County was created; Henry S. Johnson, Sr., pioneer merchant, previously noted; Dr. Luther P. Stephens, prominent physician and fraternal order man; J. L. Carpenter, veteran member of city council, originally of Cobb County; Anton Satzky, pioneer merchant tailor, a native of Germany; Isaac Schoen, president of Schoen Brothers, Inc., and prominent in Jewish benevolent work; Harry Silverman, a resident for 52 years and one of the city's most prominent restaurant men; J. S. Donaldson, Buckhead contractor and realty owner, a native of Gwinnett County; Albert C. Meixell, a member of the city board of education and proprietor of the Meixell Tire Company, came to Atlanta from Norristown, Pennsylvania; Reuben A. Donaldson, born on a farm in Buckhead District, widely-known contractor and builder, firm of Donaldson & Pearson; Charles A. Howell, Confederate veteran, extensive land owner along Nancy Creek in Fulton County and a son of the late Judge Clark Howell; Plennie Miner, member of a pioneer Gwinnett County family, special investigator in the office of the solicitor general and one of the most widely-known courthouse officials in Georgia; Carl Dolvin, realtor and city councilman, born in Greensboro, Georgia, killed by a speeding automobile in front of his home on Dill Avenue; Paul H. Norcross, noted engineer, president of the Chamber of Commerce during 1924, grandson of Jonathan Norcross, early pioneer and mayor, accidentally drowned in the Mississippi River at Memphis when a boat upon which he and group were standing, capsized, and Charles McHenry, Marietta Street grocer, a resident for 56 years and one of the most widely respected Negro citizens of Atlanta.[146]

(1926)

The race for Governor of Georgia in 1926 brought forth four candidates, Dr. Lamartine G. Hardman, of Commerce; John N. Holder, Chairman of the Highway Department; George H. Carswell, and J. O. Wood. A runover was necessary between Hardman and Holder. In the second race both minority candidates supported Hardman, who carried 228 county unit votes to 132 for Holder. Hardman, a physician as well as a statesman, had as the main planks in his platform a business administration for the State and the abolition of machine politics.[147] He was inaugurated on June 25, 1927.

In his campaign for reelection to the United States Senate, Walter F. George was opposed in 1926 by Chief Justice Richard B. Russell who denounced him as an internationalist for supporting the World Court. George won a sweeping victory. During the same year Eugene Talmadge entered State politics by virtue of election to the office of Commissioner of Agriculture.[148]

As the surviving citizens of Miami, Florida, and environs picked themselves up and surveyed the hurricane damage of September 17-18, Atlanta went to the polls on the 22nd to select a mayor and other city officials. They had a wide selection for the mayor's chair. Five candidates vied for the honor, Isaac N. Ragsdale, J. Allen Couch, Dr. L. N. Huff, Robert A. Gordon, and Charles M. Ford. They finished in that order, with Ragsdale receiving a clean majority—6392 votes out of 12,182 cast in the election.[149]

The mayor-elect, who took office on January 1, 1927, was a native of Dallas, Georgia. In 1880 he came to Atlanta and began clerking in a grocery on Peters Street for $10 a month, meanwhile attending business college. Later he bought a small grocery on the same street and began to cater to the country trade. He opened a wagon yard where farmers left their teams while buying supplies in the store. The close proximity of a stockyard gave Grocer Ragsdale the idea of entering the livestock business. Eventually he became the senior member of Ragsdale, Lawhon, Weill & Company, which firm was one of the largest livestock dealers in the South. For many years Mr. Ragsdale lived on Lee Street in Oakland City. In 1908 he was elected mayor of that municipality. When, at the close of his term, it was annexed to Atlanta, he was elected alderman from the newly created Tenth Ward. He subsequently served as mayor *pro tem,* and, in 1923, became a Fulton County commissioner, resigning that post to make the race for mayor.[150]

Other winners in the primary of 1926 were Recorder A. W. Callaway, who defeated John L. Cone, for judge of the first division and Murphy M. Holloway, who defeated four opponents, Thomas H. Goodwin, Arthur B. Knowles, C. Don Miller, and H. O. Davis, for judge of the second division of recorder's court. Among the new members of council chosen in the primary were: aldermen, R. F. Pennington, Robert Gann, and J. C. Murphy; councilmen, H. T. Loehr, Howard C. McCutcheon, J. E. Bowden, Jack C. Hardy, Jack C. Savage, and T. M. Smith.[151]

Mayor Walter A. Sims' last year in office, 1926, was marked by the putting into operation of a pension plan for policemen, and the passage of an $8,000,000 bond issue. The bond issue, approved by the voters, was earmarked for the following:

Pryor Street and Central Avenue Viaducts	$1,000,000
Schools	$3,500,000
Waterworks	$ 500,000
New City Hall	$1,000,000
Sewers	$2,000,000[152]

By the end of the decade all of the improvements contemplated by the bond issue had been made.

Upon retirement from office, Mayor Sims referred to the auditorium, the repair of which had been one of the accomplishments of the year. Property adjacent had been acquired through a group of businessmen who remodeled it at a cost of $63,000. This much needed improvement was a great addition to the city's facilities in caring for conventions. Finances were in good condition, except for a deficit incurred by the school department. Speaking of Mayor Sims, one of the Atlanta newspapers said: "That his term closed with every bill then due paid in full, leaving a good surplus in the treasury, is a tribute indeed to his own talent for economy and to that of his co-workers."[153]

It was in connection with a 1926 civic improvement that Asa G. Candler, Sr., made his last, or very nearly last, public appearance. In May, 1922, he presented to the city of Atlanta 53 acres of land, located between the Druid Hills subdivision and McLendon Avenue, as a recreation center. It was immediately named Candler Park and, a few years later, the city began the development on the site of a nine-hole golf course. In April, 1926, the first six holes of the course were ready and, amid elaborate ceremonies, in which Mr. Candler was the principal figure, it was dedicated. He made a speech, awarded several cups, and even entered a putting contest, though golf had never been one of his accomplishments. A short time later he entered Wesley Memorial Hospital, where his three remaining years were spent.[154]

Atlanta, it will be remembered, secured its first street numbers in 1873. By 1891 the original numbering system had become all but unintelligible, so the city was renumbered. With the great growth of the city, between that time and the mid-twenties, the 1891 system became sadly outmoded. Great difficulty was being experienced by the post office and other agencies, public and private, concerned with deliveries. Many houses, particularly in outlying sections, bore no street number. Others were apparently numbered by caprice. Postmaster E. K. Large and others pressed for action. The result was the completely new numbering system of 1926.

Under the direction of City Planning Commission Engineer Raymond W. Torras and his associates, north and south and east and west base lines for street numbers were established. They bisected each other in the center of the city at the corner of Pryor Street and Edgewood Avenue, where land lots 51, 52, 77 and 78, of the 14th District, corner. Both base lines followed land lot lines. The north and south base line followed Pryor Street north to Peachtree to West Peachtree and thence north; south to Capitol Avenue to the city limits and beyond. The east and west line ran east on Edgewood Avenue and west along West Hunter Street. The city was thus divided into four sectors. Everything north of Edgewood Avenue and east of Peachtree and West Peachtree, was designated "Northeast"; territory south of Edgewood and east of Capitol Avenue was designated "Southeast"; territory west of Peachtree and West Peachtree and north of Hunter Street became "Northwest", while everything south of Hunter and west of Capitol Avenue became "Southwest."

New street numbers were assigned, one for each 20 feet, along the base lines, beginning at the point where they bisected and running, north, east, south and west, odd numbers on the right and even numbers on the left, from point of beginning. This flexible and satisfactory system remains in use, the street numbers growing ever higher as the city expands. At least one section of the city defied renumbering under the new system. The streets in Ansley Park simply could not be made to conform to the base lines. It became part of the "Northeast" sector, but its original house numbers remain.[155]

The great local building boom of the 1920's continued unabated throughout 1926. Sears, Roebuck & Company decided, in 1925, to come to Atlanta, and in early 1926, the B-W Construction Company, of Chicago, began the erection of the great nine-story plant on Ponce de Leon Avenue on the site of Spiller's pool and amusement park—the ancient site of old Ponce de Leon Springs. The $3,000,000 plant was completed in the late summer. In July the Pullman Company announced the purchase of the old Pratt holdings on the Georgia Railroad at Kirkwood, whereupon was established a million-dollar plant for the repair and maintenance of all Pullman equipment in Dixie.[156]

The Norris Building, designed by Pringle & Smith, and built by the Whitehead Realty Company, was completed in October on the site of what had once been the Aaron Alexander home on the east side of Peachtree between Cain and Harris Streets. The Atlanta Athletic Club's handsome new home replaced the old Lyric Theater, at Carnegie Way and Cone Street; Walter T. Candler completed a commodious and up-to-date garage building at Ivy and Houston streets, replacing, among other buildings, the old Wellington Apartments. Later, this garage, running through to Peachtree, became known as the Belle Isle Garage, it then being operated by Pioneer Atlanta Automobile Man, Alvin L. Belle Isle.

The Peachtree Christian Church, at the junction of Peachtree and Spring streets was erected this year, as was the Medical Arts Building, on Peachtree near Forrest Avenue. One block east on Forrest Avenue, the handsome and well-equipped building of the Atlanta-Southern Dental College was completed. The college was formed in 1917, when the Atlanta Dental College, founded 1892, and the Southern Dental College, organized as the dental department of the Southern Medical College, in 1887, combined.[157]

Activity went forward in several outlying subdivisions during the year, notably Cascade Heights. A large area south of Cascade Avenue at the junction of Sewell Road was developed and many nice homes erected. Some of the new streets in the area were given rather imposing names—Boulevard Granada, Boulevard Lorraine, Venetian Drive, etc.[158] The simple and often picturesque street and road names of the pioneers were apparently too primitive for the twentieth century subdividers. The tendency still persists among subdivision builders to designate every thoroughfare, however short, as a "boulevard" or "drive." Such frills may sell lots, but in the opinion of the present writer there is considerable virtue in the simple designation "street" or "road."

An Atlanta institution disappeared on October 1, 1926, when Thomas H. Pitts closed his famous cigar store and soft drink establishment at Five Points—facing Peachtree between Decatur Street and Edgewood Avenue. When interviewed by the *Journal* several days later, Mr. Pitts not only reminisced interestingly about Five Points, but spoke more eloquently than he probably knew, of a city in transition. He said:

> "Yes, I have been there a long time, and I have had my store on three points of the star. I've seen Five Points change considerably. When I first came to Atlanta there wasn't any [Whitehall St.] viaduct, and horse cars ran out Edgewood Avenue. Most of the shops that were there in the early part of the century have vanished. Office buildings have taken their places.
>
> "Five Points has lost its 'town pump' characteristics. It is no longer a place for people to congregate, it is a place they rush away from. I believe, in the old days, it actually was a sort of town pump, because I remember when there used to be an artesian well in the very center of the plaza, where the flagpole now stands. . . . Well, the old well went, of course, but Five Points

was still the center of town life. City life, I suppose I should say, for Atlanta has always called herself a city, but it was a long time before Five Points really became Metropolitan.

"I think the real thing that did it was automobiles, and more automobiles. Traffic got so congested that the only hope was to keep it going. Hundreds used to stop; now thousands pass. Five Points has become a thoroughfare, instead of a center. New traffic rules have made it impossible to park an automobile within two or three blocks of Five Points, and the traffic signals keep everything moving. Street cars do not take on and let off passengers at the old junction corners but rush past to the block beyond. . . .

"For years and years Five Points was the best retail spot in the city. All hotels were in a stone's throw. Folsom's restaurant was right there and Durand's restaurant, which is nearly as famous in Atlanta history as the Kimball House itself, was over by the old carshed. . . .

"I had my store on the Edgewood-Decatur point for 17 years, and I believe that that point was the best on the whole star. I came to Atlanta from Thomasville in 1894, and opened my first store on the corner where the Fourth [now First] National Bank Building is today. It was called the old Norcross corner then. I think I had one of the first soda fountains in town. I know I opened up several years before Brown and Allen took over the old Rosenfeld corner [southeast corner Peachtree & Decatur]. We sold cigars, magazines, cameras and candy, just as we did up to the time we closed.

"I was on the Norcross corner seven years, then I moved to the corner of Decatur and Peachtree, across the street, and was in that location for ten years. Seventeen years ago I took over the Edgewood and Decatur streets store.

"But now instead of having one community center, Atlanta has many— Tenth Street, Pershing Point, Buckhead, Little Five Points and a number of others. Five Points has become more like a Wall Street business section.

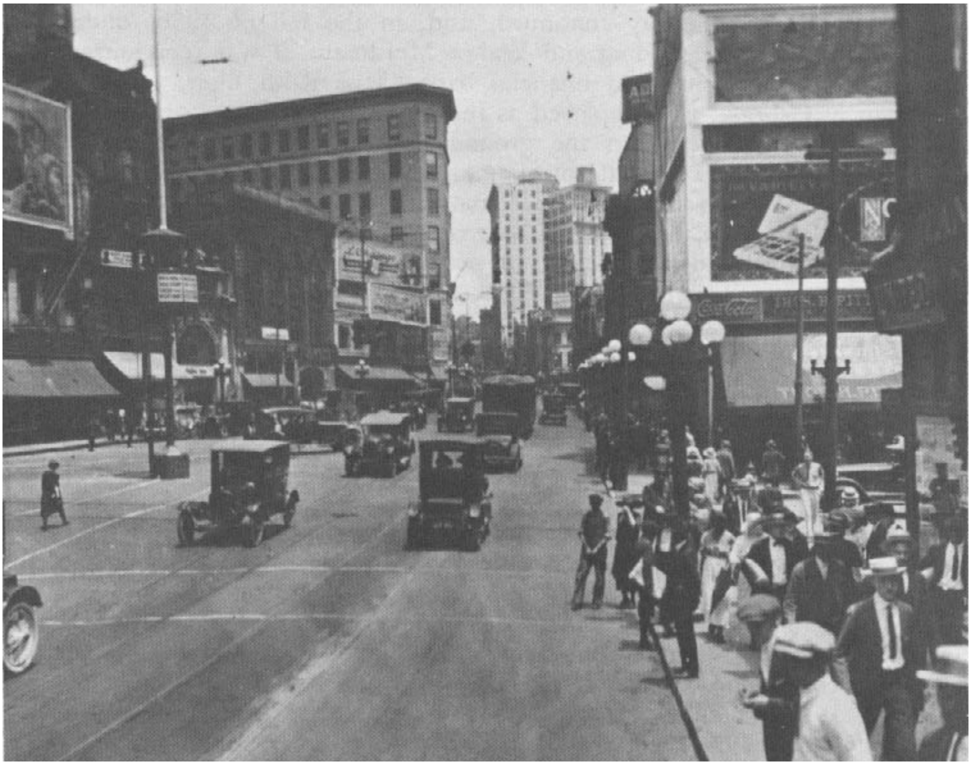
"In the old days, people used to go 'to town' in the evening. Now they take their cars and ride away from town, and at night Five Points is almost deserted. It is the same way on Sundays. People used to stroll down on Sunday morning to buy the paper and a cigar, and perhaps get a drink before going to church, but they don't do that anymore.

"The place where soda fountain trade is, is where automobiles go, and one must have wide spaces for curb service. A central location is no longer a good one for my sort of business."

Mr. Pitts told of several other changes which he had noticed recently. One was the change in popular drinks, particularly the rise of chocolate as a flavor. Where plain milkshake used to be the most popular form of refreshment back in the beginning, now chocolate milk wins the popularity accolade. Tom Pitts' place has long been famous for its chocolate milks, and millions of them have passed over the counter.

Sodas of all descriptions have gone more or less out of style, Mr. Pitts said, although in the 90's ice cream soda was regarded as the *ne plus ultra* of aristocratic drug store concoctions.[159] He might have added that more Coca-Cola was dispensed over his large square marble fountain than any other outlet in town.

Early efforts to form historical societies in Atlanta were neither long-lived or notably successful. "The Atlanta Pioneer and Historic Society" of the early 70's met a few times, reminisced at bit[160] (though very interestingly) and then apparently disbanded. The Pioneer Citizens' Society of the nineties and very early ninteen hundreds lasted somewhat longer, and produced a book,[161] before it fell by the wayside. A primary weakness of both organizations was that length of residence, rather than a keen interest in local history, was a prerequisite to membership. There was no young blood for enthusiastic interest to perpetuate either group.



(Courtesy Atlanta Historical Society)

Peachtree Street at Five Points, 1922. "Meet me at Tom Pitts" was a familiar invitation of this period. The famous soda fountain and cigar store is shown on the right. It was in the point between Decatur Street and Edgewood Avenue, where Wash Collier's store and Post Office stood in 1845

A new effort was made in the spring of 1926. Inspired by Walter McElreath, attorney and former Fulton County representative in the State Legislature, a group of Atlantans, including Mr. McElreath, Joel Hunter, James L. Mayson, Wm. Rawson Collier, Ernest C. Kontz, Eugene M. Mitchell, Thomas W. Connally, Joseph Jacobs, Henry C. Peeples, Mrs. R. K. Rambo, Miss Ruth Blair, Edgar Watkins, A. A. Meyer, and John M. Graham, petitioned the Fulton Superior Court for a charter as "The Atlanta Historical Society." The petition was granted on June 30, 1926, by Judge William D. Ellis.[162]

The purposes of the Society, as stated in its charter, were, and are: "To promote the preservation of sources of information concerning the history of the City of Atlanta and the State of Georgia; the investigation, study and dissemination of such history, and to arouse in the friends and citizens of Atlanta an interest in its history."

Following the granting of the charter, the Society was organized and, with a limited membership, held occasional meetings, and at irregular times published bulletins of great interest and merit. During this time a collection of valuable historical items was begun, limited in number by lack of space to store and display them and by the fact that the Society had no salaried custodian to solicit and care for them.

Interest in the Society continued, and, in the fall of 1936, under the leadership of Jack J. Spalding and Walter McElreath, it was reorganized and placed on a professional and financial basis. Miss Ruth Blair, former State Historian of Georgia, was employed as full-time executive secretary, and headquarters were established on the ground floor of the Biltmore Hotel. By 1943 these quarters were outgrown and the Society moved to the Erlanger (now Tower) Theater Building, where more space was available.

It had long been recognized by Mr. Elreath and his associates, that what the Society really needed, to secure its permanance and lasting success, was a home of its own. To this end, in 1940, a vacant lot at the southwest corner of Peachtree and Sixteenth streets was purchased from Frank M. Inman, it being the intention of the Society to subsequently build on this lot. Meanwhile, because of the Second World War, building costs had soared, and it was decided to buy a home. Fortunately for the Society, the handsome Georgian home of the late Dr. and Mrs. Willis B. Jones, at the southeast corner of Peachtree and Huntington Road was available. In late 1946, it was purchased from Dr. and Mrs. Jones' three sons, Willis B., Dr. Charles S., and Bryant Jones. It was occupied in January, 1947, is entirely paid for, and has since been named McElreath Hall, in honor of the founder of the Society and the man who, by his generosity, made purchase of the home possible.

Miss Blair continues as Executive Secretary. Largely through her efforts, aided by generous Atlantans, the Society has built up an Atlanta-area picture collection comprising some 20,000 items—the largest such collection extant. In April, 1948, Miss Bessie Duke Small was employed as Librarian. She remains in charge of the Society's "Margaret Mitchell Memorial Library."

Presidents of the Atlanta Historical Society from its organization, have been: Walter McElreath, October, 1926-June 30, 1933. Eugene M. Mitchell, June 30, 1932-July 11, 1936. Jack J. Spalding, July 11, 1936-July 30, 1938. Dr. Frank K. Boland, July 30, 1938-January 31, 1942. Franklin M. Garrett, January 31, 1942-January 30, 1943. Granted leave of absence on July 30, 1942, to enter Army. Henry A. Alexander, January 30, 1943-January 16, 1948. Beverly M. DuBose, January 16, 1948-January 19, 1952. Jno. Ashley Jones, January 19, 1952—.[163]

One of Atlanta's best-known Negro athletes came to the fore in 1926, when Leo "Tiger" Flowers defeated Harry Greb, to become the world's middleweight boxing champion, the first Negro to hold the title. Flowers was a native of Camilla, Georgia. Soon after winning the title he built an imposing 20-room home on Simpson Street (No. 1048), a short distance west of Ashby. It was one of the finest local homes ever built by a Negro, and is still a west side showplace. Flowers did not live long to enjoy the home. He died following an operation in 1927.[164]

With the exception of the Camp Creek wreck in 1900, in which 39 lives were lost, the worst railroad catastrophe in the Atlanta area occurred at 6:40

on the rainy night of December 23, 1926. The trains involved were the Southern Railway's northbound *Ponce de Leon* and southbound *Royal Palm.* The scene was a half mile south of the Rockmart, Georgia, depot.

The *Ponce de Leon* left Atlanta that evening heavily loaded with light-hearted passengers en route home, or to visit relatives, for Christmas. At the throttle of Light Pacific-type locomotive No. 1219, was Engineer Stonewall Jackson Keith. Keeping up steam was Fireman H. R. Moss. Also riding the engine was Road Foreman of Engines Robert M. Pearce. Engineer Keith's orders instructed him to take the siding south of Rockmart, so as to permit the *Royal Palm,* bound for Atlanta, to hold the main line. About eleven miles south of Rockmart, Pearce, Keith's superior, took the throttle and the latter went back to the baggage car. Whether or not Pearce understood the orders to take the siding at Rockmart will never be known, for he died in the mighty crash that was soon to follow.

Meanwhile the *Royal Palm,* headed by Mountain-type locomotive No. 1456, and piloted by Arthur M. Corrie, once candidate for mayor of Atlanta against Asa G. Candler, eased up to the siding switch where the *Ponce de Leon* was to sidetrack. Suddenly Corrie was confronted by the headlight of the fast-moving *Ponce de Leon.* Realizing that it was not going into the siding, he set his brakes, tied down his whistle and jumped, rolling down a fifteen foot embankment. His fireman, Negro George Baker, leaped from the cab on the other side, being badly cut on a barbed wire fence at the bottom of the embankment.

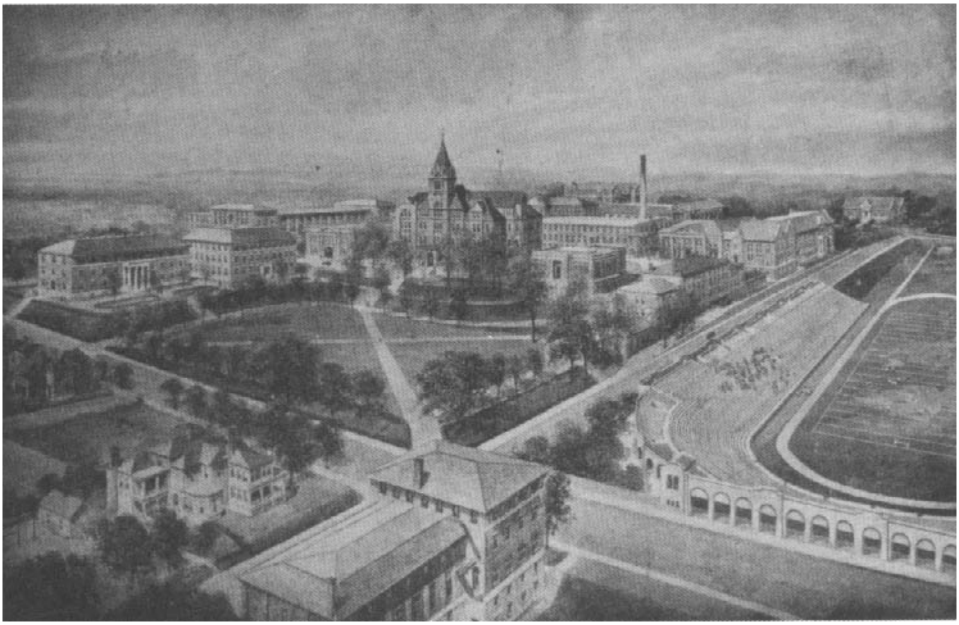
The *Ponce de Leon,* running between 45 and 50 miles an hour, crashed into the heavier locomotive of the standing *Royal Palm.* The cab of the 1219 was crushed. Road Foreman Pearce was fatally injured; Fireman Moss killed outright. The tender broke loose and was hurled through the air into an adjoining field. It landed upright with hardly a lump of coal having been dislodged. The combination baggage car and Negro coach, following, was badly splintered. A steel day coach, immediately behind, slid through the length of the steel dining car, following, like giant shears, sweeping everything before it, crushing and mangling diners and dining car personnel. Most of the 19 persons killed were in this car. Some fifty persons were injured, some critically, others slightly. No one on the *Royal Palm* was seriously hurt.

Practically the entire population of Rockmart turned out to assist in rescue work. Few lights were available. The cries and groans of the injured and dying and the cold drizzling rain made it a grim task indeed. At 1:10 A.M. the rescue train arrived in the Terminal Station. The quick were taken to hospitals, the dead to undertaking parlors. A searching investigation followed. The disaster was attributed to "a human failure." Southern Railway officials were understandably shocked. There was sadness in many a home that Christmas.[165]

As in the case of so many railway disasters, this wreck was soon epitomized in a melancholy song. Entitled, somewhat inaccurately "The Wreck of the Royal Palm Express," it was recorded by the Columbia Phonograph Company, Al Craver, vocalist, with violin, guitar and mouth harp accompaniment.

On February 14, 1926, at the early age of 41, Architect Neel Reid died at his home "Mimosa Hall," originally owned by Major John Dunwody, now owned by Granger Hansell, in Roswell, Georgia. Reid acquired the property in 1916, and during the next decade, made extensive and skillfully conceived and executed restorations in the neoclassic structure of the early 1840's.

Indeed, no one architect wielded a stronger influence on the quality of Atlanta's best residential areas from the close of World War I to the mid-twenties than did Neel Reid. His previous studies abroad found expression in numerous houses of fine fidelity to European classical patterns. Reid's execution was not limited to any particular style, but his talent was shown most frequently in houses of Renaissance or Georgian design. The home of the Atlanta Historical Society, 1753 Peachtree Street, is an example of the latter.[166]



(Courtesy Atlanta Historical Society)

A panoramic view of the Georgia School of Technology, 1926

Neel Reid was born October 23, 1885, in Jacksonville, Alabama. At 18, he moved to Macon, Georgia, with his family, where he attended high school. A short time later he came to Atlanta to associate with Architect W. F. Denny. In 1906-1907 he was a student of architecture at Columbia University, following which he went to Paris where he entered Ecole des Beaux Arts. Here he made an enviable record. Following graduation in 1909, he made a tour through Europe, making a special study of architecture. At the close of that year he returned to Atlanta and became a member of the firm of Hentz & Reid, later Hentz, Reid & Adler. He possessed a congenial personality and was a man of sterling worth and character. His untimely death came just as he was attracting national fame.[167]

Among other well-known and useful citizens of the area, who died in 1926, were Darwin G. Jones, a founder of the old Young Men's Library Association, pioneer banker, and for 30 years secretary-manager of the Atlanta Clearing House Association; S. Paul Jones, well-known newspaperman and real estate dealer, a son of the noted Evangelist Sam P. Jones; Dr. W. C. Jarnagin, prominent physician and surgeon, a native of Macon, Georgia;

Charles C. McGehee, realty owner and for many years southern manager and loan agent for the Home Insurance Company, a native of Columbus, Georgia; Major J. L. McCollum, born in Dade County, Georgia, pioneer railroad man, and for more than 30 years superintendent of the Western & Atlantic Railroad; Walker E. McCalla, of Decatur, an organizer of the Fulton National Bank of Atlanta and of the Decatur Bank & Trust Company; William M. Middlebrooks, came to Atlanta from Harris County in 1866, one of Atlanta's oldest merchants and a Confederate veteran; Professor Joseph T. Derry, died in Jacksonville, Florida, one of Georgia's best-known educators; James R. Smith, a developer of Morningside and a leader in local realty circles; Joel Hurt, pioneer and city builder, previously noted; Russell M. Striplin, secretary of the Southeastern Fair Association since its organization, a native of Ashland, Alabama; A. Benjamin Simms, president of the Atlanta Joint Stock and Land Bank, a native of Covington, Georgia, and a son-in-law of Joel Hurt; Coke S. Davis, born in Greenville, South Carolina, vice-president of the Bickerstaff-Davis Insurance Company; Judge Alexander Campbell King, noted lawyer and jurist, long a law partner of Jack J. Spalding, former U. S. circuit judge and a native of Charleston, South Carolina; Enos Hartman, well-known restaurant man; Dr. Henry F. Harris, physician, widely-known authority on cancer and pellagra, Georgia's first state commissioner of health; Judge Charles L. Pettigrew, lawyer and jurist, a native of Hillsboro, North Carolina.[168]

Others were Moses Greer, a native of Montreal, Canada, well-known jeweler and authority on pearls; Dr. John F. Purser, beloved clergyman, late pastor of the West End Baptist Church; Calvin Hunnicutt Prescott, prominent young fire insurance man, a son of W. R. Prescott, general agent in the southern states for the Hartford Fire Insurance Company; William F. Pattillo, an Atlanta insurance man since 1868, born in Harris County, Georgia; Charles S. Robert, Fulton County surveyor for many years; Judge Harry M. Reid, for more than a quarter of a century presiding judge of the Atlanta City Court, originally of Blairsville, Georgia; Robert E. Rushton, Sr., for 37 years secretary-treasurer of the old Winship Machine Company, born in Atlanta in 1849, son of pioneer citizen William Rushton; Henry E. Harman, a native of Lexington, South Carolina, trade magazine publisher and widely known poet and man of letters; Philo Holcomb, pioneer telegrapher, for many years chief operator for Western Union in Atlanta, a native of Smethport, Pennsylvania; Henry Hillyer, prominent lawyer, younger brother and former partner of Judge George Hillyer; Lee L. Wells, veteran Atlanta & West Point locomotive engineer, noted for his handling of presidential trains; Frank Weldon, secretary Atlanta Taxpayers' League, active civic worker and prominent in the real estate and insurance business, born in Cecil County, Maryland; Captain Daniel S. Walraven, long-time Southern Railway conductor and former city councilman; George P. Lowry, pioneer Atlanta hardware man; Morris Lichtenstein, prominent insurance man and a leader in Jewish church and charity work; Joseph C. Logan, previously noted, the father of organized charity in Atlanta; William M. Terry, retired merchant, formerly active in city affairs as councilman, alderman and chairman of the board of police commissioners; Captain Walter H. Cheshire, a popular member of the Fulton County police since 1900, and member of a pioneer family; Dr. Edgar D. Crawford, well-known physician, a native of Hamilton, Georgia; George H. Boynton, Sr., capitalist, former wholesale grocer and member of city council, Princeton graduate and native Atlantan; Dr. Joseph W. Blosser, native Virginian, a resident of Atlanta since 1891, and originator of Dr. Blosser's cold and catarrh cigarettes; Captain Milledge L. Bates, Confederate soldier and a noted banker, father-in-law of the late Charles J. Haden; Judge George Lester Bell, of the civil division of Fulton Superior Court, born in Cumming, Georgia, and long a practitioner of the law in North Georgia; Joe H. Anderson, assistant chief of the Atlanta fire department; Dr. Kells H. Boland, born in Canada and came to Atlanta in 1874 where he founded the old National Surgical Institue, father of Dr. Frank K. Boland; William W. Austell, pioneer builder, a native Atlantan, son of the late General Alfred Austell, and Alex C. Briscoe, for 35 years president of the Southern Shorthand and Business University, a native of Marion, Alabama, and son-in-law of former Atlanta Mayor Cicero C. Hammock.[169]

(1927)

In reporting to council at the end of 1927, upon his stewardship of city affairs for that year, Mayor Ragsdale said:

"A substantial factor in the sum total of our progress in the last twelve months was the new bond issue put underway. The viaduct work (see 1928) is being prosecuted with energy and speed. Actual start on the erection of five school buildings has commenced. Plans for the new city hall (see 1929) are being drawn. . . . Important sewer projects have been started. New additions to the waterworks system will be under way shortly. . . ."[170]

Speaking of schools, the mayor said that the new charter amendment giving the mayor veto power over the school budget and making the chairman of council's school committee a member of the school board, would bring the mayor and general council into more active affiliation with the school department.

He called council's attention to the need for removing the Peachtree Creek sewage disposal plant to a more remote location. Indeed, this need was becoming more acute every day. When the plant was built, just south of Peachtree Creek and east of the present Northside Drive, it was remote and comparatively innoffensive. During 1926 and 1927, however, Eugene V. Haynes, a former well-known jeweler turned real estate developer, was creating and developing Haynes Manor, a section of high class homes along, and contiguous to, Peachtree Battle Avenue between Peachtree Road and Northside Drive. The presence of the disposal plant was a definite detriment to this project. It was finally removed during the early 30's when the Clayton plant, near Bolton, was put into operation.

Mayor Ragsdale cited the record made during the year on street paving and called attention to the fact that the widening of Capitol Avenue, Fair Street, Courtland Street, Techwood Drive, Luckie Street and Peters Street was underway, as were the Spring Street sidewalks and the Bell Street underpass, making a direct connection between Decatur and Hunter streets under the Georgia Railroad.

In commenting on Candler Field, the mayor reported that it had been lighted with the most modern type of electric illumination. Atlanta, he said, was rapidly becoming the recognized Southeastern hub of air transportation, and Candler Field as an airport was adequate to accommodate the largest type of commercial or military plane. He predicted that by March or April, 1928, air mail lines would be in operation and that air transportation would develop as rapidly as the auto industry.[171]

In this connection it is interesting to note that in 1927 the Chamber of Commerce, then headed by George W. West, awarded a distinguished service certificate to Third Ward Alderman William B. Hartsfield, Chairman of the Aviation Committee of Council. At the same time distinguished service certificates were presented to J. Carroll Payne, president of the Atlanta Art Association, and to Mrs. Nora Ernest Northen, "a good angel of the sick and bereaved."[172]

During 1927, twenty-five new policemen were added to the roster of the local force,[173] as four of the department's oldest horses were retired. The retirement of the four old horses marked the passing of an era in police circles. Wrote Elinor Hillyer.[174]

"Monk, Prince, Dan and Rabbit ate their last meal in police headquarters stable last week. . . . Four strapping young horses, picked for the job by Mayor I. N. Ragsdale, are taking the places of the four old veterans. What will become of them nobody knows. Pensions are not provided for retiring horses.

"Monk, Prince, Dan and Rabbit are considered too old to prance in front of Atlanta's parades any more, or to ride out on the beat every morning. With all their years of experience in police lore, they find themselves shouldered out by 'mere colts'.

" 'They were smart horses,' Lieutenant W. P. Reed declared. 'These new horses won't be as smart. They won't need to be. Automobiles take their places now.

" 'I've ridden Prince off and on, for the twelve years he has been here, and that horse sometimes seemed to have human intelligence. I have left him at one end of an alley, and gone around the block chasing someone, and when I'd get around to the other end of the alley, there Prince would be waiting for me. Wherever I'd leave him, he'd always be handy when I wanted him again.

"But Monk was the expert police horse of the force, perhaps the last of his kind left. He is all of twenty years old, and has been trained for patrol service from his colthood up. He knows nothing else, and has grown old in the service. He is a saddle horse pure and simple and it is believed he has never been hitched in harness.

" 'That's the reason we don't know what's to become of them,' Lieutenant Reed said. 'They've got to learn all over again, I suppose. They've been used to the saddle so long that they will have to be broken to harness. They aren't quite old enough for the glue factory, but there isn't much use for old saddle horses in the world today.'

"Monk blinked unhappily in the gray twilight of the police headquarters stable and stuck his head over the door of his stall. The lieutenant patted his nose.

" 'I reckon Monk has been on more police raids than any other horse in Atlanta. We've got a saying that Monk can recognize a bootlegger clear across the street. Well, anyway, in the old days, they used to say Monk couldn't pass a saloon without stopping. I don't know who used to ride him then, but whoever it was had him well trained.

" 'Now, I used to ride Prince, and Prince was quite different. He had a leaning towards soft drinks. He'll drink right out of a bottle even now.

" 'Prince has probably never been in harness either, Monk has been here about fourteen years and Prince nearly twelve. Dan and Rabbit are younger horses and they have been here around eight and ten years. . . .'

" 'Do you think horses will ever be entirely replaced by automobiles?' he was asked.

" 'No, I don't think so. Not entirely,' he replied. 'People like to see a policeman on horseback too well, especially in parades. And they are useful, too. They can go places that an automobile can't. Of course they are getting more and more unimportant. We have only twelve horses now, and only about three go out every morning, where, in the old days, eighteen or twenty used to go out every day.'

". . . Prince, Monk, Rabbit and Dan have seen many changes take place. They have seen the old horse-drawn 'Black Maria' vanish and a shiny dignified truck marked 'Police Patrol' take its place. They've watched the cobblestone courtyard fill up with motor cars and the stable population reduced to half.

"Soon after Monk came, the first automobile arrived. There is a picture of it hanging in Chief Beaver's office, showing the new car parked at the side door of the Georgian Terrace Hotel. That was back in 1913, when policemen in Atlanta wore helmets and carried wooden sticks.

"Now [1927] the department has thirty-two automobiles and twenty-four motorcycles. Before the motorcycles and automobiles came, some of the force rode bicycles instead of horses, but that was at least twenty years ago or more. The department was completely motorized in 1918, but the twelve remaining horses are still used on the outlying beats in the residential sections in the daytime.

"The past fifteen years has seen an increase of 150 in the police force, the whole department now totalling 386, or one policeman for about every 550 inhabitants.

"And the old 'Black Maria' is gone too, with the passing of the horse. The name has never been applied with any success to the motor vehicle which took its place. The old wagon seemed to have a personality which the present day vehicle lacks. Perhaps the passing of Monk and Prince, Dan and Rabbit means more than just four old horses put on the shelf. They are the last representatives of the old times when horses were really important instead of being just a sort of *hors d'oeuvre.*"

The last three local police horses were retired in 1930.[175]

Anent the subject of policemen and horses, the present writer is reminded of a tale that went the rounds some years ago when the finding of dead horses on the street was not uncommon. Police regulations required that they be reported to headquarters.

A rookie patrolman, making his rounds one day, came upon the body of a horse which had expired at the corner of Davis and D'Alvigny streets, near Bellwood. Going to a nearby telephone he called headquarters to report the find. "Dead horse at Davis and D'Alvigny streets," reported the young officer of the law. "Davis and what?" said the voice at headquarters. "D'Alvigny," said the rookie. "Spell it," said headquarters. "D-er-er-ah, just a minute I'll call you back." Returning to the deceased, the young policeman seized the body by the tail and dragged it one block north. Then, back on the phone, he reported in a confident voice, "Dead horse, Davis Street and North Avenue."

Nineteen twenty-seven was another tragic year for Atlanta's fire department. On Saturday afternoon, July 30, most of the apparatus in the city was called to the corner of Mechanic and Rhodes streets, in the shadow of the gas tanks, to cope with a dangerous fire in the old brick building occupied by the W. L. Fain Grain Company. As thousands watched from the Spring Street viaduct a wall of the three-story structure crashed, killing Captain A. Clyde Cawthon and James B. Richardson, both of Engine Company No. 5. In addition, six members of a nearby hose squad were seriously injured.[176]

As Candler Field was being lighted and improved for future air traffic under the enthusiastic direction of Alderman W. B. Hartsfield, aviation, in 1927, passed its greatest milestone since the Wright brothers' original flight over the beach at Kitty Hawk, North Carolina, in 1903.

On May 20, Charles A. Lindbergh, an intrepid young aviator of 25, got into his monoplane "Spirit of St. Louis" at Roosevelt Field, New York, and took off alone across the Atlantic, headed for Paris. Thirty-six hundred miles and 33½ hours later he was greeted at Le Bourget Field, Paris, by 100,000 persons. He had completed the first non-stop flight across the Atlantic at an average speed of about 108 miles an hour, thus becoming an international hero.[177]

Tuesday, October 11, 1927, was "Lindbergh Day" in Atlanta. The official program for the day announced by the committee in charge, headed by Henderson Hallman, was as follows:

1:00 P.M.—Assembly at Candler Field; band concert.

1:30 P.M.—Arrival of Department of Commerce plane, piloted by Lieutenant Philip R. Love and bearing Donald Keyhoe, of the Guggenheim Foundation and aide to Colonel Lindbergh, and other officials of the tour.

2:00 P.M.—Colonel Lindbergh arrives (whistles all over Atlanta and surrounding towns to announce his landing to the general public). Welcome by Governor Hardman, Mayor Ragsdale, Mayor Eugene King, Hapeville; Mayor W. J. Lloyd, College Park, and Mayor C. H. Livsey, East Point.

2:10 P.M.—Departure from Candler Field. Official party will be preceded by City Fire Chief Cody, Alderman W. B. Hartsfield and motorcycle police escort, and will be accompanied by governor's staff. Colonel Lindbergh will pass through College Park and East Point en route to Atlanta.

2:40 P.M.—Arrival at junction of Whitehall and South Forsyth streets, where parade will form. Line of march: Whitehall—Peachtree—West Peachtree—North Avenue—Georgia Tech stadium. Colonel Lindbergh's party, escorted by the Old Guard, will proceed to Pershing Point.

3:00 P.M.—Arrival at Pershing Point, where Colonel Lindbergh will place wreath presented by Mrs. Sam D. Jones, president of the War Mothers' Service Star Legion, on the memorial.

3:05 P.M.—Departure for Veterans' Hospital #48 on Peachtree Road. Party will be provided with an honorary escort of the American Legion and the Legion Auxiliary, in charge of Asa Warren Candler, commander of the Georgia department of the legion.

3:15 P.M.—Arrival at hospital. Introduction by Mr. Candler. Welcome to hospital by Colonel George L. Johnson, commander of the hospital; Frank Kempton, commander Atlanta Post No. 1 of the American Legion; Mrs. Arthur Hazzard, president of the Legion Auxiliary, and William E. Tate, national commander of the Disabled American Veterans of the World

War. Immediately following, Colonel Lindbergh will make a brief tour of the hospital to visit bed-ridden veterans.

3:30 P.M.—Departure for Georgia Tech stadium.

3:45 P.M.—Arrival at stadium.

The stadium will be open to the public at 1 P.M. Before Colonel Lindbergh arrives and while the audience is gathering, the Twenty-second Infantry band and the Georgia Tech band will play. Colonel Lindbergh's welcome in Washington will be rebroadcast under the direction of representatives of the Victor Talking Machine Company.

Invocation by Dr. J. Sprole Lyons.

Introduction of Colonel Lindbergh by former Senator Hoke Smith.

Colonel Lindbergh's speech.

Music by Twenty-second Infantry band.

Official Party on Platform at Georgia Tech Stadium—Henderson Hallman, general chairman; Colonel Charles A. Lindbergh and aide; Governor Hardman and Chief of Staff; Mayor Ragsdale, former Senator Hoke Smith, General H. O. Williams and aide, Dr. M. L. Brittain, Adjutant General Homer C. Parker, Colonel Danforth, Colonel Charles H. Cox, Dr. J. Sprole Lyons.

When Colonel Lindbergh arrives at Tech field he will be met at his automobile and secorted to the platform by Adjutant General Parker, General Williams, Colonel Danforth, Colonel Cox, Henderson Hallman and Dr. Lyons.

4:30 P.M.—Departure for Biltmore Hotel.

Henderson Hallman, master of ceremonies; Eugene R. Black, toastmaster; Governor Hardman, address of welcome; Mayor Ragsdale, address of welcome; Colonel Lindbergh's speech.[178]

The program went off without a hitch worth mentioning, except for occasional showers. The "Spirit of St. Louis," piloted by the honor guest arrived on schedule at Candler Field as thousands strained their eyes skyward. Lindberg's progress from Candler Field to Grant Field was one prolonged demonstration of affection and esteem.

Before a crowd of 20,,000 at Grant Field, visibly affected by the warmth of Atlanta's greeting, Lindbergh made a short, plain address. He told his assembled admirers that he is devoting his time and talents to the advancement of aviation in America, and appealed to them for cooperation toward the development of intercity passenger and freight service by airplanes. He stated that the good will of the general public is essential to the carrying out of the nation-wide aviation program, and received assurance that such good will is immediately forthcoming, insofar as Atlanta is concerned.[179]

The Ansley Hotel chefs did themselves proud on the banquet menu that evening. It ran the gamut from caviar to cheese and coffee. Commented the *Journal* in describing the banquet:

". . Colonel Lindbergh, who seems not to be given to promiscuous pleasantries, apparently enjoyed it, though his famous smile flashed but once, when Toastmaster Black made a wise-crack concerning the failure of America's distinguished ambassador to France, the Hon. Mr. Herrick, to allow Lindbergh even a fleeting glimpse of Parisian cafe life.

"That sally cracked Lindbergh's dignity and his smile flashed out like a schoolboy's, and everybody laughed with him, for somehow the crowd got the idea that he would have liked to have seen Europe 'on his own' without so many crowned heads and everything.

"There were only a few speeches at the banquet, largely because of the necessity of allowing Colonel Lindbergh to retire early. Mr. Hallman simply presented Mr. Black, who in turn presented Governor Hardman, Mayor Ragsdale and Colonel Lindbergh, in the order named, and each spoke briefly. . . ."

Promptly at 9:15 the next morning Lindbergh left the Biltmore for Candler Field, where he was soon airborne for Spartanburg, South Carolina, his next scheduled stop.[180]

"Lindbergh Day" had come and gone, and in its tumultuous wake there was left for all Atlanta the memory of the city's greatest welcome to a silver-gray monoplane whose sturdy wings once breasted the treacherous air currents of the North Atlantic, and to a tousled-haired young man in whose quiet eyes there burned the clear, cool light of courage and modesty.

Not long afterward, as a gesture of permanent honor to the flyer, the name of Mayson Avenue, running east from Peachtree Road to Piedmont Road, at the old Mayson homeplace, was changed to Lindbergh Drive.

While the science of aviation was making vast strides in the mid-twenties, other scientific developments were also taking place, destined to affect the daily lives of Atlantans. On January 9, 1927, the telephotograph, a product of the American Telephone & Telegraph Company and the Bell Laboratories, Inc., made its local debut in the old Telephone Building at the northeast corner of Pryor and Mitchell streets. The transmission of pictures by wire had become a reality and Atlanta had been chosen as the first city in the entire South to have facilities for the service. Among the features of the January 9 demonstration was an exchange of pictured greetings between Bobby Jones and George Von Elm, another noted golfer, of Los Angeles.[181]

Warner Brothers caused an upheaval in 1926, that, by 1929, was to completely revolutionize the motion picture business. In August they released *Don Juan*,[182] the first film to use a sound accompaniment of recorded music. A year later, in October, 1927, the first film to have both synchronized music and dialogue, *The Jazz Singer*, starring Al Jolson, was released. The talkies had arrived, though critical pundits wrote learnedly to explain why talking pictures were not good art. The innovation, however, greatly increased the size of audiences. In 1927, before sound pictures were generally available, weekly attendance in the United States averaged 60,000,000. By 1929, when most theatres were equipped for sound, the weekly total went to 110,000,000.[183]

In May, 1927, one of Atlanta's oldest manufacturing firms ceased to exist as such, when the National Biscuit Company purchased the plant, real estate and equipment of the Frank E. Block Company, founded in 1870.[184] The purchasers operated the old plant on Elliott Street just west of the Terminal Station for several years, before building the beautiful continuous-oven plant on the Central of Georgia Railroad near Fort McPherson in 1941.

Atlanta real estate records were broken in early September, 1927, when the property at the northeast corner of Peachtree and Edgewood Avenue, improved with a three-story brick building, brought $13,000 per front foot. The property, measuring 42 feet on Peachtree and 189 feet on Edgewood Avenue, was long known as the Clarke corner, having been occupied for forty-odd years up to 1901 by the pioneer Clarke Hardware Company. The 1927 seller was Asa G. Candler, Inc. The purchaser, J. J. Williamson and Sons.[185]

As the 1920's were busy years in the growth of Atlanta, so also were they busy years in the growth of its neighbor, Decatur. Prior to 1908 Decatur was a rather sleepy small town of 2000 inhabitants. It had no city conveniences except electric lights. Its streets were unpaved; its stores old fashioned. It had no water or sewerage, and only one public school building. Its real estate was of little value and hard to sell. Altogether its prospects for growth were not promising.

Improvement in these conditions was slow until 1911, when some 35 citizens, desiring more rapid progress, formed the old Decatur Board of Trade. This organization began agitating for improvements—sidewalks, paved streets, the beautification of lawns and the betterment of schools. Its efforts bore fruit, and its successor organization, the Chamber of Commerce, continued the effort. By 1927 the population of the City of Decatur had grown to 20,375.[186]

The building record for Decatur reached high tide in 1924, when $1,100,492 was expended.[187] The cornerstone of the Pythagoras Masonic Temple Building, on the Square at Clairmont Avenue, Edwards & Sayward, architects, was laid that year. The building was dedicated January 19, 1925.[188] Across the square the gracefully proportioned building of the Decatur Bank & Trust Company was built about the same time. The Hotel Candler, at Ponce de Leon Avenue and Church Street, a block from the square, was opened on September 12, 1927. And by this time the Decatur public school system comprised a senior high, a junior high and six grammar schools.[189]

It was likewise in 1927, that De Kalb County's distinguished roster of educational institutions was augmented by 100-year-old Columbia Theological Seminary.

Chartered in 1828, the institution first opened at Lexington, Georgia, as the Theological Seminary of the Synod of South Carolina and Georgia. Only five students registered for the first courses under the learned Dr. Thomas Goulding, pastor of the Presbyterian Church. Two years later, Goulding, with his family, his slaves, and a few of his students, moved to the First Presbyterian Church Manse at Columbia, South Carolina. In 1831 the school was transferred to its own buildings. For nearly a century the seminary carried on its work at Columbia. During the earlier years of this period Francis R. Goulding, son of the minister and later a popular novelist, passed part of his boyhood there. In later years young Woodrow Wilson made his first profession of faith at a devotional service in the chapel.[190]

As the years passed the synods of Alabama, Florida and Mississippi joined in control of the seminary. In 1924, a plan was advanced for moving the school to the Atlanta area, and a campaign for $500,000 for endowment and equipment was launched. The campaign was a spirited one and went over the top at a meeting held at the Ansley Hotel roof garden in early 1925.

A rolling wooded campus of 57 acres was selected one mile south of Decatur on South Oak Street, since changed to Columbia Drive. The charter was amended in 1925 increasing the board of directors to 21 and officially giving the school its present name. On September 14, 1927, the one hundredth session of Columbia Theological Seminary commenced in the new buildings at Decatur under the presidency of the Rev. Richard T. Gillespie, D.D., LL.D.[191]

During this period of expansion and growth for Decatur and De Kalb County, it might be well to pause and note the identity of the officials of both. According to Julius Holderman's *Decatur City Directory* for 1928-29, they were:

De Kalb County.

Agricultural Agent, Edward P. McGee.
Alms House, John W. Mitchell, Superintendent.
Board of Health, Dr. J. R. Evans, Commissioner.
Clerk, Superior Court, Ben F. Burgess.
Commissioner of Roads and Revenues, L. T. Y. Nash.
Coroner, Emsie Thomas.
Engineer, Thomas C. Jackson.
Home Demonstration Agent, A. Deane Bridges.
Ordinary, V. S. Morgan.
Probation Officer, Mrs. Anna Fulton.
Road Superintendents, Calvin A. Webb and David G. Chestnut.
Schools, William M. Rainey, Superintendent.
Sheriff, Jake R. Hall.
Surveyor, Maury F. Mable.
Tax Assessors, Robert J. Suber, Chairman of the Board.
Tax Collector, Charles H. Talley.
Tax Receiver, William H. Bond.
Warden, W. Robert McCurdy.

City of Decatur.

Chief of Police, Marcus Dee Googer.
Clerk, James S. Looney.
City Commissioners: Scott Candler, Chairman; C. A. Matthews, J. L. Scott, W. W. Freeborn, R. C. Henderson.
Attorney, Robert Ramspeck.
Building Inspector, F. Gordon Hunt.
Engineer, W. Holt Weaver.
Fire Chief, Marcus Dee Geooger.
Health Officer, Wiley S. Ansley.
City Manager, James S. Looney.
City Mayor, Scott Candler.
Public Works, W. Guy Hudson, Foreman.
Recorder's Court, Scott Candler, Recorder.
Sanitary Inspector, Marcus Dee Googer.
Schools, Charles D. McKinney, Chairman Board of Education; Lamar Ferguson, Superintendent.
Sexton, Robert L. Ross.

Nineteen twenty-seven took a heavy toll of old, useful and prominent Atlanta area citizens. Among them were Cliff Wheatley, big and jovial, former sporting editor of the *Constitution* and World War veteran; Thomas W. Baxter, born in Athens, president of the General Supply Company and a pioneer furniture manufacturer; Henry C. Bagley, born in Americus, a graduate of Mercer, former city councilman, and for 30 years general agent for Georgia and South Carolina of the Penn Mutual Life Insurance Company; George R. Allison, Atlanta manager, Fox Film Corporation, known as the dean of

"Film Row"; Albert S. (Bert) Adams, a native of Mobile, Alabama, head of the Adams-Cates Company, realtors and widely known civic worker, former president of the Atlanta Rotary Club and later president of Rotary International; W. Carroll Latimer, prominent attorney born in Lowndesville, South Carolina; E. R. (Pop) Lowry, a leader in Boy Scout work; Charles D. Meador, died in Miami, long-time city tax assessor and a native of Carrollton, Georgia; Howard R. Callaway, retired wholesale dry goods merchant, formerly president of the Ragan-Malone Company, and a brother of Fuller E. Callaway, of La Grange; Charles A. Barrett, a pioneer W. & A. Railroad locomotive engineer, and long prominent in city politics as a councilman; Colonel Albert Howell, Sr., a distinguished Confederate veteran, merchant, manufacturer, a former alderman and a son of Judge Clark Howell; B. Walter Ballard, a pioneer in the local optical field, born in Madison, Georgia, and moved to Atlanta in 1880; Alexander C. Bruce, architect, born in Fredericksburg, Virginia, moved to Atlanta from Knoxville, Tennessee, in 1879 and became a member of the firm of Parkins & Bruce, later Bruce & Morgan; J. C. A. (Bud) Branan, pioneer railroad man, wholesale grocer with his brother, Charles I. Branan, and an old and prominent citizen of Kirkwood; Colonel Joseph F. Burke, born in Dublin, Ireland, organizer of the Old Guard, and its commander for many years; Arminius Wright, prominent lawyer, a native of Columbus, and a graduate of the University of Georgia; Alvin Wellhouse, former president of the United Paper Company; W. Woods White, banker and insurance man, previously noted; Salvador Valdes, native of Spain, a leading cigar manufacturer; Thomas Whipple Connally, son of Dr. E. L. Connally, prominent business man, realty owner and civic leader; Jesse Scaife Thrasher, Confederate veteran and pioneer citizen, born at the old Adam Poole place in South Fulton, then De Kalb County, a son of the late John J. "Cousin John" Thrasher, one of Atlanta's first settlers; Charles G. Turner, born in Conyers, Georgia, long active in Fulton County politics as a commissioner; Dr. John Z. Lawshe, physician and prominent Mason, a son of pioneer citizen Er Lawshe; Lester L. Shivers, president of the Carter Electric Company, prominent in civic and social life, born near Milledgeville; Professor George C. Looney, 91, beloved pioneer teacher and educator; Lee M. Jordan, president of the Gate City Cotton Mills and vice-president of the Piedmont Cotton Mills, formerly a practicing attorney and a native of Hawkinsville, Georgia; Dr. John C. Olmstead,, died at Rhinebeck, New York, a graduate of the University of Virginia, and long a prominent local physician; W. W. Orr, beloved merchant, president of the George Muse Clothing Company and prominent churchman, born in Dawson, Georgia.[192]

Others were Watkins S. McFarland, general manager of the Gulf Department of the American Railway Express Company; W. V. McMillan, president of the McMillan Produce Company, prominent in local fraternal and military circles, son of pioneer citizen John C. McMillan; Dr. Charles E. Murphey, noted physician, teacher of medicine and former city councilman; Mark A. Fall, former wholesale druggist and long-time official of The Coca-Cola Company; Hal A. C. Morrison, noted portrait painter, a resident of Atlanta from 1880 to 1918, native of Prince Edward Island, Canada, and a graduate of Harvard; the Rev. J. M. De Foor, pioneer Baptist minister, affectionately known as "Uncle Martin," a native of Fulton County; Judge Walter R. Daley, former judge of the City Court of Decatur and one-time president of the Atlanta board of education; John W. Yopp, prominent trade journal publisher, a native of Laurens County, Georgia; Judge George Hillyer, 93, noted jurist, Confederate veteran and former mayor of Atlanta, born in Athens and a graduate of Mercer; Dr. Malcolm E. Turner, prominent dentist and Mason, born in New Market, New Jersey; Robert L. Hardman, manager of the carriage hardware and auto accessory department of the Beck & Gregg Hardware Company, brother of Governor L. G. Hardman; Captain A. J. Haygood, pioneer Atlantan, a native of De Kalb County and a veteran of the Confederate Navy; Edmund W. Martin, prominent attorney and leading citizen, born in Meriwether County, Georgia; C. J. Weinmeister, native Atlantan and Georgia Tech graduate of 1892, long-time official of the Georgia Railway & Power Company and a recognized authority on the gas industry; Mrs. J. W. Wade, 102, a resident since 1851, served as a local nurse in Confederate hospitals while her late husband piloted troop trains as an engineer on the Georgia Railroad; William J. Nalley, widely known civil engineer, a native of Carroll County; Joseph F. Gatins, part owner of the Georgian Terrace Hotel, clubman, sportsman and traveler, member of a pioneer Atlanta family; A. Valdemar Gude, noted contractor and builder, native Atlantan and a graduate of Yale; Guy W. Parker, city attorney of East Point and first president of the Lawyers' Club of Atlanta; Jesse N. Couch, prominent hotel operator, a former manager of both the Majestic and the Georgian Terrace, native of Decatur, Alabama; Frank M. Pearson, widely known in local musical circles, first came to Atlanta in 1893 to sing a role in *Robin Hood* at the then new De Give's Opera House; Lyman A. Redwine, an Atlanta wholesale dry goods merchant since 1867, and a native of Hall County; Colonel William Lawson Peel, veteran banker, father of grand opera in Atlanta, born in Webster County near Preston, Georgia, began life as a farm boy; Homer L. McDaniel, contractor and fire adjuster, a member, along with General Leonard Wood, of Georgia Tech's first football team; Levin C. Matthews, noted accountant, graduate of V.M.I., and a native of Washington County, Georgia; Dr. John W. Hurt, for 35 years a leading Atlanta physician, born in Columbus, a son of the late Mr. and Mrs. George M. Troup Hurt; Lane Mitchell, long-time Marietta Street grocer and for ten years a Fulton County deputy sheriff, born in Acworth, Georgia, and a grandson of Robert Mable, for whom Mableton in Cobb County was named; Frank L. Stanton, poet laureate of Georgia since 1925, born in Charleston, South Carolina, and a beloved member of the staff of the *Constitution* since 1889.[193]

(1928)

In the campaign of 1928 Governor Hardman was opposed by E. D. Rivers, a native of Arkansas, then a resident of Lakeland, Georgia, and a former member of the State Legislature. The Governor was re-elected by a comfortable majority.[194]

Also as a result of 1928 elections Fulton Solicitor John A. Boykin was re-elected by a large majority over Thomas Howell "Big Tom" Scott.[195] Isaac N. Ragsdale was re-elected mayor of Atlanta without opposition.[196]

On Wednesday night, September 26, 1928, the year he was elected governor of New York, Franklin D. Roosevelt made his first Atlanta speech. Mr. Roosevelt, for four years a part-time Georgia resident, spoke on behalf of the candidacy of Governor Alfred E. Smith against Herbert Hoover for the presidency. Wrote Paul Stevenson, of the *Constitution*, next day:

"Amid a bedlam of enthusiasm not witnessed in Atlanta since the stormy days of free silver and gold standard fights, Franklin D. Roosevelt, distinguished democratic leader of New York and Georgia, fired the opening gun in the statewide fight in support of Governor Al Smith for president at the auditorium Wednesday night before a monster crowd that packed the vast building to its very eaves and overflowed into the lobbies, and which frequently burst into storms of cheers that rocked the walls of the building and lasted several minutes.

"Mr. Roosevelt, the principal speaker; Robert C. Alston, chairman; Reuben R. Arnold, introductory speaker, and former Governor Thomas W. Hardwick, called on by the crowd as an added attraction, each speaking along different lines, stirred the huge crowd to a white heat of enthusiasm and evoked applause which made the very rafters ring. It was an epochal meeting of the present democratic campaign in Georgia and one that was attended by delegations from nearly every county in the state. Governor L. G. Hardman escorted Mr. Roosevelt to the stage and sat beside him during the speeches.

"Led by Mr. Roosevelt, the speakers flayed without mercy the forces within the party who are opposing the nominee. They scored 'political parsons' and Mr. Roosevelt particularly singled out Senator Tom Heflin, of Alabama; former Congressman W. D. Upshaw, of Georgia; Dr. John Roach Straton, pastor of Calvary Baptist Church, New York, and Mrs. Mabel Walker Willebrandt, assistant attorney general, and each thrust apparently pleased the vast crowd as the cheers came in spontaneous roars of approval.

"It was like the old-time days in Georgia when political campaigns inflamed the enthusiasm of virtually the entire population. The colorful crowd was boisterous and militant. The band played *East Side, West Side* and the crowds shouted in mighty symphonies of applause. The band played *Dixie* and the crowd almost tore the roof off the house. Old Confederate veterans tottered to their feet and gave the 'Rebel Yell.' It was a democratic conclave from cellar to roof and the people in the crowd did not mind letting everybody know it.

"Backing Mr. Roosevelt on the stage sat a crowd of representative democrats whose names would form practically a roster of the officials of the democratic party in Georgia; of the state officialdom; of the appellate courts, of the Fulton County officers and of the city administration. It was the most representative democratic gathering that has assembled in Atlanta in a decade or more. . . ."

During the afternoon of the 26th Mr. Roosevelt was entertained at a luncheon at the Capital City Club, attended by some of the most distinguished party leaders in the state. G. E. Maddox, chairman of the state democratic executive committee, presided at the meeting. He presented, besides Mr. Roosevelt, the chief speaker, such democratic figures as Judge James K. Hines, Clark Howell, Hoke Smith, Major John S. Cohen, national committeeman from Georgia; Bond Almand, president of the Fulton County Democratic League; Mrs. Edgar Alexander, national committee woman; W. T. Anderson, editor of the *Macon Telegraph,* and John R. Slater, chairman of the state democratic campaign.[197]

In reporting to council at the end of 1928, Mayor Ragsdale cited the amount spent on construction in the city during the year—$27,580,541—the largest on record.[198]

Of this record expenditure, $3,001,779.28 went for schools. Work completed during the year included additions to the Joe Brown, Hoke Smith, O'Keefe and William A. Bass junior high schools, and new buildings for Ormewood, Capitol View, Stanton, Davis, Morningside and the colored school on Ashby Street. Other school buildings, 60 to 65 percent completed, were Edgewood, Grant Park, Haygood, State, Whiteford, Forrest Avenue, Georgia Avenue, Adair and Goldsmith. Work was soon to begin on additions or replacements for Commercial High, Highland Avenue, Home Park, Moreland Avenue, Samuel Inman, Kirkwood, Ragsdale, Peeples Street, Slaton, and the colored David T. Howard Senior-Junior High School buildings. A new school house on South Boulevard was under construction, and the South Atlanta Negro school building was being remodeled. Altogether, proceeds of the 1926 bond issue had added seats for 8,000 pupils.[199]

As of January 1, 1928, the city limits of Atlanta were extended so as to include the Town of East Lake, since 1910 an incorporated municipality. The territory so annexed lay in land lots Nos. 171, 172, 180, 181, 202, 203, 204, and 205 of the Fifteenth District of De Kalb County.[200]

At the same time a considerable amount of territory, lying between East Atlanta and East Lake, was annexed. It lay along Flat Shoals, East McDonough Road (now Bouldercrest Drive), Fayetteville Road, Glenwood Avenue, Clay and Clifton streets, and was all located in land lots 142, 143, 146, 147, 174, 175, 176, and 178 of the Fifteenth District of De Kalb County.[201]

The City Planning Commission, set up by Mayor James L. Key in 1920, while serving in a useful advisory capacity, had never had any constitutional or legislative authority to pass zoning and planning laws. Therefore, the cause of zoning and planning was set forward in 1928 when an amendment to the State Constitution permitted the General Assembly to grant cities in Georgia having a population of 25,000 or more authority to pass zoning and planning laws. The matter had come to a head two years before, in 1926, when the Supreme Court of Georgia had ruled unanimously in *Smith* vs. *Atlanta*[202] that a zoning regulation making it unlawful to erect a store in a designated residential section denied due process of law to the property owner and was hence void under both the State and Federal Constitutions. After the amendment to the Georgia Constitution, the Court upheld zoning laws when attacked under the Federal Constitution.[203]

In anticipation of the constitutional amendment, and contingent upon its being passed, the General Assembly by Act approved July 27, 1927, enacted "That there shall be created as a part of the government of the City of Atlanta, a commission to be known as the City Planning Commission, which commission shall consist of six citizens to be appointed by the Mayor, with the Mayor as an *ex-officio* member thereof."

Relative to the functions of the City Planning Commission, the Act said, in part:

> "It shall be the duty of said commission and they shall have the power to recommend or make suggestions to the General Council and to all other authorities concerning the laying out, widening, extending and parking or location of streets, sidewalks and boulevards; the relief of traffic conditions, congestion, and development of housing and sanitary conditions, and the establishment of zones or districts, suggestions concerning the use, height, area and build of buildings or structures; to recommend to the General Council

and all other public authorities plans for the future growth, development and improvement of the municipality, and especially with regard to its public and private buildings, and works, streets, parks, grounds and vacant lots and plans consistent with the future growth and development of the city, looking towards the proper sanitation and especially service by public utilities. . . . To study and propose such measures as may be advisable for the promotion of public interests, health, morals, safety, comfort, convenience and welfare of said city. In this connection said commission shall have authority to make similar suggestions to the General Council, the Commissioners of Roads and Revenues of Fulton County and the General Assembly of Georgia with reference to an area covering six miles adjacent to the present limits of the City of Atlanta. . . ."[204]

Thus was the road cleared and made easier for some of the great physical improvements of recent years.

Private construction in the Atlanta of 1928 kept pace with the immediate preceding years. To mention a few projects, the Chevrolet and Fisher body assembly plant of General Motors Corporation, located on a 31-acre tract at McDonough Boulevard, Sawtell Avenue and the Southern Railway, was opened in June, during which month 6,000 new Chevrolet cars rolled from its assembly lines;[205] the Inman Park Baptist Church completed a handsome new building on Hurt Street in October;[206] the Southern Railway added two stories to its original building at Spring and Mitchell streets, erected in 1912, and tripled its size by an extension across Nelson Street to Peters Street.[207] The building expansion was made necessary by the Southern's transfer, during the year, of some 1,200 office workers from Washington to Atlanta.[208]

On Monday, January 16, 1928, a fashionable new store, that of J. P. Allen, opened on the former site of a fashionable old home, that of W. Rhode Hill, at the northeast corner of Peachtree and Cain streets. Wrote Ralph T. Jones on that occasion:[209]

"The inexorable chisel in the moving hand of Time works strange mutations in the material world with which man has surrounded himself. Creations of master craftsmen of one age fade into the limbo of memory to make way for new realizations of the craftsman's dream. Triumphs of architecture of a few short years ago crumble to provide a site for the steel and stone of the new builders.

"Today, on a site which we now consider within the very heart of the pulsing city area, but which, when this story of progress began, was 'way outside town,' a magnificent edifice, the newest temple to the gods of retail merchandising, lifts its imposing front to an admiring city.

"Less than 50 years ago, on that same site, a red-brick mansion, considered then the ultimate in residential luxury, rose to awe our fathers with its comfort and grandeur.

"Today J. P. Allen & Company, one of Atlanta's great retail establishments, are ready to open their new building at the corner of Peachtree and Cain streets. The site, which has a frontage of 104 feet, is valued in round figures at $7000 the front foot.

"In 1877, when Rhode Hill, one of the leading citizens of the Atlanta of our fathers, bought the same piece of earth from William W. Simpson, prominent realtor of the day, the price paid was $7000 for the entire 104 feet front. A price, by the way, considered almost exorbitant, but paid because Mr. Hill was determined to secure the property and Mr. Simpson calmly told him to 'take it or leave it at that price.'

"On that site Mr. Hill built his home. For the red brick he sent to Baltimore and for other materials he sent far and wide, determined that nothing but the finest should go into his residence.

"The home was finished just in time for the Cotton States Exposition of 1881. And it was a home that drew a wondering chorus of praise from all Atlantans and visitors of that day.

"It is fitting that, on Monday morning, when the new store of J. P. Allen & Company is opened for the first time, the golden key in the main entrance shall be turned by Mrs. J. Carroll Payne, one of the best loved women of the Atlanta of 1928, who is the only child of Mr. and Mrs. Rhode Hill, who first made the plot of land a famous place.

"For it was a famous place in its day. A home famous for its hospitality and its culture in an age which made of home entertainment a delightful rite and whose hospitality won fame that still lingers pleasantly in an age of clubs and automobiles.

"Across the street, in 1881, on the diagonal corner, was the recently erected governor's mansion. The state executive home was itself a wonderful building, though not so large or so beautiful as the Hill home. Because of this comparative smallness, much of the entertainment which would have normally have centered in the governor's mansion, was transferred across the street, on the governor's request, to the Hill mansion.

"The distinguished group of governors from many states, for instance, which came here to attend the exposition, was entertained in the Hill residence and, shortly thereafter, a national convention of doctors meeting here found that in this home was centered the warm hospitality which the people of their convention city extended.

"Mrs. Hill, mother of Mrs. Carroll Payne, was a woman of remarkable culture. On the upper floor of the home she had constructed a private theater with footlights—gas, of course—drop curtains and fittings just like a regular playhouse, though in miniature. Here many Atlantans of today played roles in the private theatrical productions which were a social feature of the eighties.

"The downstairs portion of the house was remarkable for its spaciousness. Doors slid into the walls, and the great hall, sitting room, dining room and music room could thus be thrown into one great reception room.

"On the Cain Street side was a large bow window and at night, with the lights shining within, glimpses of a great oil painting possible from the street, it formed a picture that has stayed in the memory of many present-day Atlantans, as a warm vision of their younger days when they passed and repassed the Hill home on their way to and from the city.

"The location at that time was far from the business section of the city. Mule-drawn street cars rumbled back and forth down Peachtree, at twenty-minute intervals, from the 'outskirts' to the business district on Whitehall and Alabama. Henry Grady and other leading citizens of the day discussed politics, baseball, bicycle riding and the theater, standing on the front platform of the mule cars.

"Mr. Hill died in 1895 and, about five years later [1900, to be exact], Mrs. Hill followed him to rest.

"Until 1907 Mr. and Mrs. J. Carroll Payne lived in the old home but then decided the city was creeping up too much and they moved farther out Peachtree.

"For three years, 1907, 1908 and 1909, the house was the Elks' club house.[210] For another year it was occupied as a boarding house and then, in

1910, Mr. Payne decided that the time had come to recognize the site as business property. In that year he razed the old dwelling and erected a block of stores. For two or three years he thought he had outstepped the expansion of the city, as the stores remained vacant. But then tenants came and the history of the later years is known.

"Tomorrow morning the newest occupant of the property steps in, welcomed across the threshold by Mrs. Payne, daughter of the man who built Atlanta's finest home here in 1877. Tomorrow she will welcome the occupants of what is, in many respects, Atlanta's finest store. The golden key will turn in the lock and the final step in the transaction from home to business use will have been taken.

"The golden key is typical of the change in this, and all other property in the city area. The golden key of time has worked its miracle. The lot which sold for $7000 fifty years ago is today valued at one hundred times that amount.

"The place where southern hospitality extended its welcoming hand, when the glowing lights of home shown through the old-fashioned bow window, has become the home of a great retail establishment.

"But one thing remains. The same spirit of courtesy and hospitality still permeates the spirit of southern business. In this respect, the shadows of the past will not resent, but, rather, will appreciate with a smile, the heritage of their day, which still colors the daily life of our own."

Two useful and successful, though divergent Atlanta enterprises having their inception in 1928, were the *Atlanta Daily World* and the Genuine Parts Company.

The *Daily World* was founded as the *Atlanta World* on August 5, 1928, by William Alexander Scott. It was the second Negro newspaper to be published in the city, the first having been the *Independent* in 1903. *The World* was founded as a weekly; became a semi-weekly in May, 1930; a tri-weekly on April 20, 1931, and a daily (except Monday) in March, 1932. At that time it was the only Negro daily paper in the United States. Founder W. A. Scott died in February, 1934, and was succeeded as head of the newspaper enterprise by his brother, C. A. Scott. Indeed, the *Atlanta Daily World* is the nucleus of the Scott Newspaper Syndicate, comprising weeklies and semi-weeklies in Memphis, Birmingham and other southeastern cities. The syndicate maintains its own wire service, features and Sunday rotogravure section. The *Daily World* has ably supplemented the white press in filling the newspaper needs of Negro Atlanta.[211]

The Genuine Parts Company, founded by its present Board Chairman, Carlyle Fraser, a native of Cornwall-on-Hudson, New York, and a veteran of World War I, started business in modest quarters at Ivy and Baker streets, with an inventory of approximately $25,000, an organization of six people and a lot of ambition. During the intervening quarter-century it has become the largest independent automotive replacement parts business in the world, staffed by more than 1,100 employees. The company publication, *Parts Pups,* edited by D. R. "Mac" McCleary, has become nationally famous and goes to a mailing list of 65,000 readers.[212]

Atlanta chalked up two "firsts" during 1928. On March 29, Samuel I. DuBose, of the Chamberlin-Johnson-DuBose Company, placed a long distance call to his Paris representatives, Roditi and Sons, thus inaugurating telephone service between Atlanta and that distant point.[213]

Some four months later the first Atlanta-built plane took the air at Candler Field. Commented *The City Builder*[214] on the occasion:

"The flight of the little monoplane, the product of the brain and technical ingenuity of Richard Hillman Harris and the financial backing of Willard Cope, was a complete success and came on the heels of an impressive ceremony participated in by Mayor I. N. Ragsdale, G. C. Bowden, Chairman, Aviation Committee, Chamber of Commerce; B. S. Barker, executive vice-president of the Chamber of Commerce and others.

"Christened the *Walter C. Taylor,* the plane took off to as pretty a flight as any of the Candler Field pilots have ever seen. Doug Davis was at the controls.

"The christening ceremony was held immediately before the flight. Henderson Hallman, Georgia governor of the National Aeronautical Association, was in charge of the ceremony and little Miss Jewel Hurst, daughter of Mr. and Mrs. Carl Hurst, as sponsor, crashed a bottle of ginger ale over the propeller with the thin spoken words:

" 'I christen you the *Walter C. Taylor.'*

"The name was selected by Mr. Cope in honor of his lifelong friend, Mr. Taylor, city clerk.

"In a short talk Mayor Ragsdale complimented Mr. Harris and Mr. Cope on their enterprise and expressed belief that the launching of the first Atlanta-built airplane is just the first step toward creating a vast airplane production center in Atlanta. . . .

"The *Walter C. Taylor* is a monoplane with two places. It is powered by a Curtiss OX-5 motor. It was privately tested by Mr. Davis and by F. A. Stone, another Candler Field pilot.

"One of the chief features of the plane is that it has a triangular fusilage which greatly reduces wind resistance and increases the speed. It is declared to be extraordinarily stable.

"The ceremony was concluded by a brief prayer by the Rev. Witherspoon Dodge, pastor of the Central Congregational Church.[215]

"Among others in attendance on the occasion were Alderman W. B. Hartsfield, Channing Cope, Kitty Peavey, of the *Georgian;* Mrs. Julia Cope, mother of Mr. Cope; Mrs. Carl Hurst, F. H. Abbott, secretary of the Georgia Association and scores of others."

It was in 1928, under Head Coach William A. "Bill" Alexander,[216] that Georgia Tech fielded its second really great football team. Indeed, with the victory over Georgia—then undefeated—in the rain and mud of Grant Field in 1927, it became apparent that Coach Alex had put together a real "Golden Tornado" that would spread destruction for his opponents during the season of 1928. And so it did.

Fabulous is the word for the 1928 combination, from Tom Jones to Frank Waddy in the line and through the backfield of Bob Durant, Stumpy Thomason, Warner Mizell and Roy Lumpkin. The team was blessed with the inspirational leadership of Peter Pund, a center with a fascinating name and the endurance of a burro. It mowed down V.M.I., Tulane, Notre Dame, North Carolina, Oglethorpe, Vanderbilt, Alabama, Auburn, and came to the climactic game with Georgia with a perfect record. Georgia was determined to win. Tech's '27 victory had cost the boys from Athens the Southern Conference championship and a bid to the Rose Bowl. But Coach Alex walked through Harry

Mehre's first team, 20-6, caught the train to California and the national championship.

The Tech-California Rose Bowl game will be talked about as long as football exists, due probably to one of the weirdest plays ever pulled in a major game. It was that reverse run by Roy Riegels, captain-elect and center of the Golden Bears. As Riegels himself related it:

> "Stumpy Thomason fumbled the ball on the Tech 30-yard line. I picked it up and started to run with the ball. Just as I started Durant dove at me and the shock of his impact whirled me around and unconsciously I started for my own goal 70 yards away. Benny Lom, realizing the situation, ran after me at once and finally reached me on the one-yard line. It was a difficult position and when Lom kicked, Vance Maree blocked it for a safety and two points."[217]

Georgia Tech won, 8-7, and team and party returned to Atlanta on January 7, 1929, to receive what the *Constitution* and *Journal* described as one of the most enthusiastic welcomes in the history of the city. The receipts from the game were invested in the purchase of a new athletic field. Called the Rose Bowl Field, it is due north of Grant Field, facing Fifth Street.

Personnel of the 1928 "Golden Tornado" was as follows:

Centers—H. R. Pund, captain; W. H. Rusk, H. S. Law, W. A. Muse.

Guards—R. E. Drennon, alternate captain; J. J. Westbrook, W. H. Edwards, J. O. Brooke, E. L. Keener.

Tackles—G. C. Watkins, G. L. Maree, K. L. Thrash, F. L. Holt, Frank Speer.

Ends—F. O. Waddy, T. S. Jones, G. A. Holland, E. D. Herron, G. J. Von Weller, C. R. Brumby.

Quarterbacks—R. J. Durant, J. Schulman, C. S. Smith.

Fullbacks—R. Lumpkin, R. C. Luna, C. W. Fitzgerald, R. L. Randolph.

Right Halfbacks—J. G. Thomason, H. A. Faisst.

Left Halfbacks—L. W. Mizell, E. O. Dunlap, R. S. Parham.

Managers—L. J. Harris, L. R. Leach.

Coaches—(Head) W. A. Alexander, (Line) W. E. Fincher, (Backfield) Don Miller, (End) H. W. Robinson.

Captain Peter Pund, of Augusta, was practically the unanimous choice of every critic for All-American center. Warner Mizell was almost as popular a choice for All-American halfback, and Frank Speer, tackle, won the Associated Press composite selection for All-American tackle. Raleigh Drennon received prominent mention. Mizell, Thomason, Speer, Jones, Pund and Drennon made All-Southern in their positions and the only reason that Maree, Waddy, Thrash, Westbrook, Lumpkin and Durant didn't make it was because the critics figured it would look bad to have everybody on the Georgia Tech team on the mythical eleven.[218]

As the football season of 1928 was in full swing, two former Oglethorpe students, labeled as "thrill slayers," created a sensation all over the South by their crimes and by their subsequent trials. The principals were George Harsh, son of a wealthy Milwaukee family, and Richard G. "Dick" Gallogly, of a well-known and highly respected Atlanta family.

On the night of October 20, 1928, Willard H. Smith, clerk in a drug store at Boulevard and Tenth Street, was shot and killed as he resisted an attempt to rob the store in which he worked. Harsh was wounded in the exchange of shots. A few nights later E. L. Meek, clerk in a grocery store at Tenth Street and Hemphill Avenue, was shot and killed in a gun duel between the manager of his store and a youthful bandit, later identified as Harsh.

John Lowe, ace of the Atlanta Detective Bureau's homicide squad at the time, was assigned to the case by the then Chief of Detectives, A. Lamar Poole. In a few days Lowe reported that he received a tip that a college boy named George Harsh had been receiving private treatment for a leg wound. He was arrested at Peachtree and North Avenue on a Saturday afternoon as he and a group of friends were walking toward Grant Field where they planned to attend a football game.

Rushed to police headquarters, Harsh was questioned for nearly two hours before he broke down and confessed to the murder of Smith. He maintained that while he participated in the gun battle in the grocery store on Hemphill, Meek actually was killed by a bullet from the store manager's pistol.

Harsh, in his confession, named Gallogly as his accomplice and said that Dick drove the car in both holdups and stood as lookout at both stores. Gallogly was in Athens attending the Georgia-Tulane football game and his arrest in that city was ordered by Chief Poole.

Brought to Atlanta, Gallogly was taken to the offices of Solicitor General John A. Boykin where for more than four hours he was questioned by Assistant Solicitor Ed A. Stephens, Chief Poole and Lowe.

Gallogly vehemently denied participation in the crimes and claimed that he went to the doors of the two stores only in an effort to prevent Harsh from carrying out his announced intention to rob the establishments.

In his confession Harsh said that another Atlanta youth rode in the car in one of the holdups but did not participate in either crime. This youth, too, was questioned and was used later as a witness against Gallogly.

Harsh was placed on trial first. He pleaded not guilty but made no effort to deny the crime. He said he was under the influence of liquor and that he did not know what he was doing. The Harsh jury returned a verdict of guilty and the former Milwaukee youth was sentenced to the electric chair.

Gallogly later was placed on trial. He was defended by a large group of famed Atlanta lawyers, headed by Reuben Arnold and his brother, the late Lowry Arnold. Solicitor General Boykin headed the prosecution. Harsh was not used as a witness for the state. After deliberating for several days the jury reported that it was unable to agree and Gallogly was sent back to Fulton tower.

A second trial was begun early in 1929 and after two weeks of bitterly contested battling, the case again was given to a jury. Again the jury was unable to agree.

Boykin then prepared for a third trial. He brought Harsh from Fulton tower to his office and it was reliably reported that the condemned slayer had agreed to testify against his former pal. As the solicitor general prepared to begin the third trial of Gallogly, the Atlanta youth announced his intention to plead guilty and accept a life sentence. Harsh was granted a new trial and he, too, was given a life sentence.

At that time and throughout his confinement Gallogly contended that he pleaded guilty only to save Harsh from the electric chair. Harsh issued a statement at the time thanking Gallogly for his action but later said that he signed the statement on orders from his lawyers and that he didn't know what was in it. Harsh was assigned to Bellwood camp in Atlanta; Gallogly to Milledgeville.[219]

So it was that two young men, with every opportunity for constructive achievement, sought a thrill, created a sensation, ended the lives of two hard-working contemporaries, ruined their own lives and cast a heavy burden upon their respective families.

After August 1, 1928, a familiar figure was missing from the streets of downtown Atlanta. For on that day the Western Union Telegraph Company retired Alonzo "Bus" Culberson, a Negro foot messenger in the business section for 40 years. Aside from his long service Culberson's distinguishing characteristic was his attire, for in addition to the standard Western Union uniform, he always appeared on the street in a stiff boiled white shirt. An article of clothing most men shun for comfort's sake, Culberson said he started wearing the boiled shirts for neatness but subsequently found them a great protection against cold weather.

As the years passed Alonzo Culberson found that progress impeded rather than expedited his work. "Skyscrapers, elevators, secretaries and traffic lights slow things up," he complained. "It used to be that everybody was on the first or second floor, because we didn't have anything but two-story buildings. I could deliver a telegram anywhere downtown in seven minutes." His record was 400 in one day.

Culberson came originally from Senoia and remembered when Woodrow Wilson had a law office at Marietta and Forsyth streets. "But there was a heap of other young lawyers that I would have picked for president before I'd have thought of him," Alonzo declared. "I reckon that was because I didn't know very much about him, though." But he added, with a chuckle, "We all found out later."[220]

Among the old and well-known Atlanta area citizens who died during 1928 were Joseph Kingsbery, 88, born in Carroll County, died in Fort Worth, Texas, moving spirit in the founding of the Gentlemen's Driving Club, predecessor of the Piedmont Driving Club, and its first president; Isaac S. Mitchell, Sr., born in Henry County, Confederate veteran, pioneer merchant and former city councilman; Judge Livingston F. McClelland, of the municipal court of Atlanta, originally of Stone Mountain; Colonel Walter I. Hayward, sheriff of the Supreme Court of Georgia, a graduate of Washington and Lee, and for many years a prominent member of the Atlanta bar; John M. Heinz, born in Columbia, South Carolina, a resident of Atlanta since 1858, a son of Charles Heinz, pioneer lock and gunsmith, and father of the late Atlanta banker Henry C. Heinz; Dr. S. R. Belk, widely known clergyman, pastor of Grace Methodist Church, a native of North Carolina; Dr. William J. Blalock, founder and president of the Fulton National Bank, previously noted; Thomas J. Avery, machinery dealer, capitalist and bank director, born in Acworth, and a resident of Atlanta since 1891; Hubert W. Anderson, wholesale jeweler, first president of the Atlanta Rotary Club, and a native of Covington; Dr. W. L. Pierce, of Decatur, presiding elder of the North Atlanta district of the Methodist Episcopal Church, South, a grandson of the noted Dr. Lovick Pierce, a pioneer in Georgia Methodism; Ernest Anthony, well-known retail druggist, and native of Washington, Georgia, who married Miss May Ivy, a direct descendant of Hardy Ivy, Atlanta pioneer; Edgar S. Center, well-known official of the Atlanta & West Point Railroad, born in Atlanta, April 12, 1861, the day the first gun at Fort Sumter in the War Between the States was fired; Aldine Chambers, attorney and former member of council, died of injuries sustained in an automobile accident in Nevada; Thomas E. Longworth, affable proprietor of Longworth's, formerly Treat's, Book Shop on North Forsyth Street; Edwin I. Coolidge, known to many as "Dad," prominent in local amateur athletic circles and an ardent fan of the Atlanta Crackers, came to Atlanta 25 years before from Canada; W. F. Crusselle, member of a pioneer Atlanta family and a veteran employee of the *Constitution;* Dr. Logan M. Crichton, noted nose and throat specialist, a native of Tampa, Florida; W. H. Wrigley, president of the Wrigley Engraving Company and former head of the *Journal's* stereotyping department, born in Philadelphia, Pennsylvania; Joel Hunter, Sr., prominent Atlantan and a nationally known accountant and writer on accounting subjects, a native of Mobile, Alabama, and a local resident since 1892; Alfred J. Wurm, musician, born in LaGrange and moved to Atlanta in 1870, a founder and member of the noted old Wurm's orchestra; Charles F. Rice, realty owner, native Atlantan and son of pioneer citizen Frank P. Rice; Amos G. Rhodes, successful furniture dealer, capitalist and philanthropist, previously noted; Frank Roman, organizer, in 1911, of the famous Georgia Tech band, and its long-time director, a veteran of World War I; Morris Rich, merchant prince, previously noted.[221]

Others were Colonel William M. Scott, pioneer real estate dealer and developer, a native of Mackinac Island, Michigan, and a Union veteran of the 1860's, killed by a Georgia Railroad local passenger train near Stone Mountain; Dr. Robert F. McCormack, Sr., prominent dentist and a Spanish-American War veteran; Tacitus Short, assistant chief Atlanta fire department, of which he had been a member since 1899, one-time noted baseball pitcher and a native of Wilkes County; Allen M. Schoen, chief engineer of the Southeastern Underwriters' Association, a graduate of the Virginia Military Institute; Dr. Thomas H. Johnston, beloved dean of St. Philip's Cathedral, a native of Ireland; Walker V. Miller, nationally known prize fight promoter and one-time manager of the late Tiger Flowers; Sheriff J. A. McCurdy, of De Kalb County, a native of Stone Mountain; Jerome R. Moore, prominent lawyer, World War veteran and native of Columbia, South Carolina; Dr. Charles P. MacLaughlin, pastor of the Lutheran Church of the Redeemer; Edgar Dunlap, born in Gwinnett County, noted insurance man and business and social leader; George W. Sciple, originally of Mobile, Alabama, pioneer dealer in building materials, firm of Sciple Sons; John S. Holliday, old Atlantan and member of a pioneer Fayette County family; Wallace M. Kirkpatrick, Sr., of a pioneer De Kalb County family, and a former hardware merchant; Bishop James Edward Dickey, of the Methodist Episcopal Church, South, died in Louisville, Kentucky, native of Jeffersonville, Georgia, and a former president of Emory College; Frank S. Ellis, a native of Columbus, Georgia, capitalist and long a partner in the Keely Company; John N. McEachern, Sr., founder and chairman of the board of the Industrial Life and Health Insurance Company, now Life Insurance Company of Georgia; Julius H. Kuhns, a pioneer Atlanta photographer; Judge William D. Ellis, beloved Atlantan, retired judge of Fulton Superior Court, born in Beaufort District, South Carolina; Burgess Smith, a resident since 1861, and founder, in 1897, of the Southern School Book Depository; Dr. William Perrin Nicolson, Sr., noted Atlanta surgeon and medical educator, a native of Middlesex County, Virginia; Andrew J. Shropshire, pioneer insurance man and native of Fayette County; Alston H. and William D. Greene, brothers, well-known business men and grandsons of pioneer settler Alston Hunter Greene; J. J. Goodrum, banker and financier, a former successful tobacconist and a native of Newnan; Dr. John H. Goss, old and well-known Decatur physician; James H. "Uncle Jimmie" Hawes, retired Southern Railway engineer, a veteran on the Atlanta-Birmingham run, and a native of Fulton County; Major Joseph Harris Morgan, beloved Confederate veteran and retired insurance man, a native of Poughkeepsie, New York; Colonel Albert H. Cox, distinguished lawyer, a classmate of Henry W. Grady, Judge Peter Meldrim and other prominent men of the state in the noted University of Georgia class of 1868; Felix Camp, noted title attorney and prominently identified with the founding of the Atlanta Title & Trust Company, a native of Cobb County; John Corrigan, veteran Fulton County employee, born in Atlanta at the corner of Central Avenue and Mitchell Street, a son of pioneer citizen Michael Corrigan; William H. Pollard, well-known local labor leader; Francis E. Price, staff photographer for the *Constitution* for 20 years, and a pioneer in aerial photography; Fletcher A. Quillian, attorney, civic leader and former city councilman, a native of White County, Georgia; and Kendrick Scott, a popular young attorney, son of L. D. Scott, principal of Washington Seminary.[222]

(1929)

In his message to council at the beginning of 1930, Mayor Ragsdale noted particularly the inauguration, during 1929, of the Greater Atlanta plan. Under the plan the towns of East Point, College Park, Hapeville, Decatur and Avondale, and certain unincorporated districts of Fulton and De Kalb counties had united in the borough system of administration with Atlanta as the principal borough. Matters of common interest to all these boroughs, he said, would arise, and in that connection spoke of the sewer problems common to all and the necessity of moving some of the present sewage disposal plants.[223]

The mayor also noted the creation of a new ward, the Thirteenth, during the year. It comprised all that territory of the Ninth Ward lying north of St. Charles Avenue, and east of the Southern Railway belt line, extending east to the west side of Briarcliff Road and north to the corporate limits.[224]

Mayor Ragsdale referred with deep regret to the death on November 20, 1929, of veteran Fire Chief William B. Cody, and paid him a high tribute as a courageous and expert fire fighter and a splendid official and popular citizen. The selection of Captain John Terrell to succeed Chief Cody was cited as a wise choice and a deserved promotion.[225]

From the election of Atlanta's first mayor, Moses Formwalt, in 1848, to the election of Samuel B. Spencer, in1874, the term of the city's chief executive had been one year only. The Charter of 1874 provided for a two-year term, which remained in effect until 1929, when the General Assembly, by Act approved July 27, increased the term to four years, with the right on the part of the mayor to succeed himself for one term only in direct succession. By provisions of the same Act the terms of aldermen were increased from three to four years, and those of councilmen from two to three years.[226]

Among the numerous and important municipal improvements of 1929 were the rebuilding of the Mitchell Street viaduct at the Terminal Station;[227] the building of the Bobby Jones and John A. White golf courses which, together with the slightly older Piedmont Park, James L. Key and Candler Park courses, gave the city five public courses;[228] erection of the Pryor, Central Avenue and Wall Street viaducts and a new city hall, and the purchase of Candler Field as a municipal airport.

The metamorphosis of the old State Square in the center of Atlanta was completed in March, 1929, when the new Central Avenue and Pryor Street bridges were opened. Wrote J. Henson Tatum, executive secretary to Mayor Ragsdale:[229]

"Atlanta's greatest viaduct job is finished. The new Pryor Street and Central Avenue bridges, with their laterals, are open to traffic. Pent-up flow of vehicles in Peachtree, Whitehall and other principal downtown streets is greatly relieved. Like water released through a spillway, traffic has sought the viaducts. They are channels of uninterrupted flow, efficient outlets for streams of traffic that have heretofore coursed at stagnant pace through the central district.

"The two viaducts and their laterals, if placed end to end, would form a bridge one mile long, lacking only 122 feet. The Pryor Street structure is 1291 feet in length; Central Avenue viaduct, 1174 feet; Hunter Street lateral connection, 914 feet; Alabama Street lateral, 776 feet; Wall Street lateral, 695 feet and elevated walkway between Whitehall Street and Pryor Street bridge, 288 feet.

"Total cost of the project, including preliminary work [the railroad tracks from east of Piedmont Avenue to west of Forsyth Street had to be lowered from 5 to 6 feet] and property adjustments, is approximately $2,225,000. The bridges were financed by proceeds from sale of bonds [issue of 1926], and contributions by Fulton County. The steam railroads and electric railway directly benefited by their erection.

"Atlanta citizens voted a bond issue of $1,000,000 for the bridges. The Georgia Power Company contributed $400,000; county of Fulton, $386,068; Georgia Railroad, $230,600; and N. C. & St. L. Railway, $167,075. Bonds of the million-dollar issue netted a premium of $41,624, which sum was also appropriated to the enterprise. . . .

"In excavating for footings workmen broke into two old forgotten cisterns, part of Atlanta's waterworks system when the city was dependent upon wells and cisterns for domestic use and fire protection.

"The viaducts were erected by MacDougald Construction Company, of Atlanta, and actual work started in April, 1928. . . .

"Briefly stated, the viaduct project accomplishes the following benefits, among others:

1. Relieves downtown traffic congestion.
2. Abolishes two railroad grade crossings [for many years the busiest in in the city].
3. Permits trains to proceed into and out of Union Station without halting and without uncoupling.
4. Banishes hazard to motorists and pedestrians which was formerly present at the grade crossings.
5. Does away with railroad and public delay.
6. Remakes large area into more attractive district.
7. Enhances property usefulness and property values.
8. Completes the linking of north and south sides.
9. Provides improved approach to Fulton County court house and new city hall.
10. Opens new street car routes through city.

"In 1923 Atlanta built the Spring Street viaduct, spanning the railroad yards. Immediately there sprang up a building boom on Spring, Marietta, Luckie and other contiguous streets. In less than eighteen months $10,000,000 worth of building was started.

"Similar activity in the twin-viaducts area may be expected within the near future. Already the Nashville, Chattanooga & St. Louis Railway has announced and is seeking approval of plans for erection of a $3,000,000 storage warehouse to replace the Union Station,[230] and to build a new depot facing Forsyth Street bridge, approximately three or four hundred yards from the Terminal Station.[231]

"Owners of stores and other structures facing the viaducts are remodeling their buildings or else tearing them down to make way for new and more modern structures. The Kimball House, famous landmark for many years, is undergoing renovation, and the ground floor is being remodeled to accommodate a number of up-to-date shops. Erection of the bridges will lead directly to an expenditure of several million dollars restoring and developing the district.

"The viaducts were built under plans and supervision of W. S. Schultz, consulting engineer, of Memphis, Tennessee, with C. E. Kauffman, Atlanta city engineer, cooperating."

The construction of the viaducts and the changing of street levels created an exceedingly messy situation in that part of town, which obtained for about a year. Excavations were the order of the day. The present writer remembers a large hole in the street in front of the old Walter R. Brown building at the southwest corner of Pryor and Hunter streets. It remained there for months and filled up with muddy water. Some wag, possibly Mr. Brown, had a neat sign painted and stuck in the hole. It read, "No Fishing Allowed Here."

One of the first sizable real estate transactions in the new viaduct area was the sale by the H. H. Dean estate to the Massell Realty Company, of the eight-story Temple Court Building at the southwest corner of Alabama and Pryor streets. The sale, made in April, 1929, involved a consideration of around $150,000. The old Temple Court, one of Atlanta's earliest tall buildings, was originally built in the mid-1880's as a home for the Gate City National Bank in the then most important commercial section of the city. After the failure of the bank in 1893, the building was sold to the Venable family. In 1895, its name was changed to Temple Court and for the next 25 years it was tenanted almost entirely by lawyers. During 1929 the Massell Company tore down the old landmark and erected the 125-room Jefferson Hotel, opened about January 1, 1930, and leased for 20 years to Jake and Harry Abelson.[232]

Throughout the year 1929 construction went forward upon Atlanta's new million-dollar city hall at Washington and Mitchell streets, authorized by the bond issue of 1926. The fifteen-story semi-Gothic structure, designed by G. Lloyd Preacher & Company, Inc., of Atlanta, and erected by the National Construction Company, was built on the site of old Girls' High School, on part of which was the old John Neal, or Richard Lyon mansion, in which General Sherman made his headquarters during his occupancy of the city in the fall of 1864. Construction of the new city hall was begun in the summer of 1928 and was virtually completed in 1929, though it was not until Washington's birthday, February 22, 1930, that the records and affairs of the city's government were moved from the ancient pile on Marietta Street.[233]

In his message to council at the beginning of 1930, Mayor Ragsdale was able to announce the purchase of Candler Field by the city. He said: "It was one of the most important transactions by the city in years. With one airplane factory and an airport Atlanta is in a dominant position in the aviation of the southeast."[234] Wrote Henson Tatum, the mayor's secretary, shortly after the purchase:[235]

"Actual purchase of Candler Field by the City of Atlanta guarantees to the 'cross roads of the air' an airport worthy of Atlanta's strategical position. On April 13, 1929, a check for $94,500 was exchanged for title to the property, and almost at once important local aircraft developments were announced.

"Pitcairn Aviation Corporation [John K. Ottley, Jr., Atlanta manager], which holds the Atlanta-New York and Atlanta-Miami air mail contracts, has revealed plans for erection of a new hangar and shops at the field to cost approximately $75,000. The hangar will replace one in present use and will be as large as all three hangars now at the field. . . .

"Months ago the engineering department of the City of Atlanta completed plans for improvements at Candler Field, anticipating its future purchase by the city.

"Without delay work of expansion will commence, and when it is finished Candler Field will rank as a class 'A' airport in every important respect. The city has set out to make the field conform to every feasible requirement of the highest type landing field, and the Department of Commerce at Washington has agreed to send one of its experts to assist.

"The first thing to engage the city's attention will be further leveling of a portion of the field and extension of the runways. It is proposed to lengthen the north-and-south and east-and-west runways to 2700 feet. When funds are in hand a concrete apron will be laid facing the hangars which will do away with the clouds of dust raised by ship pilots tuning up their motors.

"Approximate cost of improvements will aggregate $240,000. Fulton County is expected to lend substantial assistance, principally by furnishing labor necessary in extending the runways. The city and county together have expended approximately $80,000 on the property since the city leased it five years ago.

"Candler Field embraces 297 acres. Engineering plans contemplate establishment of a public park and athletic grounds at the northern end of the tract, which will not be needed for air purposes for some time to come.

"Atlanta was one of the first cities to establish an airport, and by reason of her geographical location and her importance as a financial and distribution center, took a commanding lead from the start.

"The city's recent purchase of the field was hastened to enable Atlanta to maintain her supremacy and build to keep pace with the future of aviation.

"Just as she is the foremost rail terminus of the Southeast, Atlanta aims to be the leading mail and passenger terminus of the skies."

By the end of 1930 Atlanta had become America's third city in air transport, only New York and Chicago having more planes on regular schedule. Sixteen planes per day, carrying mail, express and passengers, were arriving and departing from Candler Field.

Early in the year Davis Airlines, Inc., headed by pioneer flyer Douglas H. Davis, was operating a daily passenger service between Atlanta and Birmingham. The field had likewise become southeastern headquarters of the aeronautics branch of the Department of Commerce for the licensing of pilots and inspection of planes. In this connection it boasted a government airways radio station, weather bureau and railway mail transfer station.

During the spring of 1930, a branch of the Curtiss-Wright Flying Service was established at Candler Field under the direction of Joseph B. Duckworth, one of the first Atlantans to be graduated from the Army Air Corps Schools at Brooks and Kelly Fields. Duckworth's younger brother, Hubert, was associated with him as chief pilot. The Duckworth brothers, it might be said, went on to distinguished careers in the United States Air Force. On March 19, 1951, Colonel Joseph B. Duckworth assumed command of Hickam Air Force Base, Hawaii.

On October 16, 1930, the Southern Fast Air Express, an air mail carrier, inaugurated passenger service between Atlanta, Dallas and Los Angeles, while a couple of months later, on December 10, Eastern Air Transport established similar service between Atlanta and New York.

Southern's original passenger and mail planes on the western run were tri-motored Fokkers, costing $54,500 each. They were the closed monoplane type with eight cabin seats and mail compartment. Measuring slightly more than 50 feet in length, they were equipped with three Pratt & Whitney Wasp engines of 420 h.p. each. Eastern's original passenger planes were bi-motored Curtiss Kingbirds of the cabin transport monoplane type. They were equipped with two Wright Whirlwind motors of 225 h.p. each, carrying six passengers and a pilot. They had a cruising speed of 115 miles per hour and cruising range of 450 miles.[236]

Through the years Atlanta's importance as an air transport center grew, as predicted in the twenties by Mayor Ragsdale, Alderman Hartsfield and others. Candler Field, now officially the Atlanta Municipal Airport grew apace. In October, 1947, Delta Air Lines, with headquarters in Atlanta, completed a million-dollar project, including general offices, hangars and modern testing and maintenance shops. The present airport passenger terminal, located to utilize large runways donated by the Army, was placed in operation May 9, 1948. Designed by Mayor William B. Hartsfield and airport manager Jack Gray, and built almost entirely of war surplus materials, the huge but efficient installation cost only $270,000 and is one of the most modern in the nation. Indeed, of all the varied operations of the municipality, the airport remains closest to Mayor Hartsfield's heart, just as it was in the barnstorming days of the twenties, when as a young alderman he promoted local aviation so vigorously.[237]

As the decade of the 1920's brought commercial air transportation to Atlanta, so also did it bring intercity bus travel.

During the early years of the decade, bus transportation "caught on" in Georgia as elsewhere. Nearly every town had at least one operator whose "bus line" (probably consisting of a used truck chassis with a body built by the local carpenter) ran from his home town to a nearby town and back. Some of these individuals combined the spirit of pioneering a new industry with a solid business ability, and many of them today are either heads of their own sizable companies or executives of larger companies with which their operations were merged. In 1929 Atlanta became a main point on the first through line from Cincinnati to Jacksonville. Since then busses have taken a prominent part in making and keeping the city a transportation center.[238]

The telephone business, growing with Atlanta since the first local call was placed in 1877, passed a couple of notable milestones in 1929. At midnight, June 29, the new Cherokee office, then manually operated, was opened in Buckhead to serve that area. Simultaneously, the exchange prefix Geneva was discontinued, and the telephone lines having this prefix transferred to the Hemlock office.[239]

On September 25, 1929, the cornerstone of Southern Bell's impressive building, on the site of the old William T. Healey home at the northeast corner of Ivy Street and Auburn Avenue, was laid with appropriate ceremony. In it were placed a telephone receiver of the type then in use, together with coins, currency, documents and other articles. Gregory C. Bowden, district manager of the company, presided. Addresses were made by Philip H. Alston, president of the Chamber of Commerce; James A. Perry, chairman of the Georgia Public Service Commission, and Ben S. Read, president of Southern Bell.[240] The finished building, originally six stories in height, was placed in service on October 31, 1930. Its facilities were devoted exclusively to toll lines, radio transmission and telephonic transmission of photographs, in a day when Atlantans were placing 4,250 long-distance calls daily. The long-distance equipment had formerly been housed in the old building at 78 South Pryor Street.[241]

The most impressive new structure to pierce the local sky in 1929 was also its tallest office building, the Rhodes-Haverty, at Peachtree and Williams Street. The 21-story structure, costing in the neighborhood of $1,600,000, was designed by Pringle & Smith, local architects, and was erected by the Rhodes-Haverty Investment Company, the officers of which were J. J. Haverty, vice-president; Joseph D. Rhodes, secretary, and Clarence Haverty, treasurer. President A. G. Rhodes had died in June, 1928, while plans for the building were under way. The building was completed and opened for occupancy in October, 1929. And in this connection it is interesting to note that realtor Fred B. Moore, a former president of the Chamber of Commerce, has managed the structure since its opening day.[242]

Growth in real estate values in North Fulton County between 1850 and 1929 are graphically illustrated by the following account, inspired by a 1929 sale, and written by Frank C. Gilreath, Jr., for the *Atlanta Journal* on September 8, 1929:

"Acreage in Fulton County that sold in 1850 for $1 an acre, is today worth more than $370 an acre, it was revealed Saturday in an announcement of the purchase of a tract of land on Mt. Paran Road by R. B. Pegram. A portion of the same property which brought $700 nearly eighty years ago, was bought last week for approximately $50,000, according to records of the Atlanta Title & Trust Company.

"On April 20, 1850, the property, then in De Kalb County and consisting of 607½ acres, was bought by Pinkney H. Randall from Hardy Pace [his father-in-law] for $700, with the stipulation 'except the mines and minerals upon the lands which are hereby reserved to said Hardy Pace.' A similar provision was included in the papers signed last week.

"In 1879 Mr. Randall divided the land and distributed various portions to his heirs, Mrs. Neppie Clarke, his daughter, acquiring some, including the 135 acres bought Friday by Mr. Pegram. On March 29, 1924, Mrs. Carrie R. King, who in 1916 acquired the land from Mrs. Clarke in an exchange trade, sold the tract to Edgar Dunlap for $30,000. Five months later the 135 acres were sold to W. W. Banks for $35,250, and in October, 1926, Lucian Knight purchased it for $46,000.

"In the current trade from Mr. Knight to Mr. Pegram the consideration was reported to be approximately $50,000, more than $370 an acre. The land measures 1599.5 feet on Mt. Paran Road and 4153 feet on Conway Road. Just what disposition Mr. Pegram will make of the land has not been announced, but it is understood that he will improve it to some extent for a summer home."

No Atlanta church has been more fortunate than the First Baptist, insofar as real estate transactions involving its various sites are concerned. In 1847 the church paid $130 for a lot on the northwest corner of Walton and Forsyth streets. In 1903 the United States government paid $81,500 for the property as part of a post office site. The church used $40,000 of this amount to purchase a new site on the southeast corner of Peachtree and Cain streets. Then, in early 1928, Edward C. Peters, son of pioneer citizen Richard Peters, made a trade with the Baptists. He gave the church his father's old home place, the four-acre block bounded by Peachtree, Fourth, Fifth and Cypress streets, plus $325,000 in cash for the Peachtree and Cain corner.[243]

For more than a year after vacating its stone edifice at Peachtree and Cain streets, the congregation of the First Baptist Church worshipped in the Lullwater Building at West Peachtree and Grant Place. Meanwhile, the mellow red brick Peters home, together with its ancient frame barn, were torn down. The church, however, was particular about the fine old oaks that adorned its new building site. As many as possible were spared, and today they form a charming and beautiful setting for a noble church edifice. The new sanctuary was erected in 1929 and 1930 by the Griffin Construction Company, of Atlanta, from plans drawn by Burge & Stevens, Atlanta, and R. H. Hunt & Company, Chattanooga. Dedicatory services were held in the completed building on Sunday, April 27, 1930, during the pastorate of Dr. Ellis A. Fuller.[244]

The old stone edifice, with its great tower, was torn down in early 1929 by W. C. Flournoy who, the year before, had the contract for wrecking the old Majestic Hotel building in the same block. According to Mr. Flournoy, the church building was the largest stone house ever wrecked in Atlanta. The two lamp posts that stood at each end of the steps joined the old Leyden House columns at Woodberry Hall on Peachtree Circle,[245] now an apartment building owned by Mr. and Mrs. John C. Mooar.

One of Atlanta's unique organizations, dedicated to youth and organized in the fall of 1929, is the Fritz Orr Club-Camp School.

The inspiration came from Charles B. Shelton, prominent attorney, and Mrs. Shelton, the parents of four young sons. Execution was left in the capable hands of Fritz Orr, then a 24-year-old mathematics instructor at the University School for Boys in Atlanta. A native of Athens and a graduate of the University of Georgia, Orr was a member of the track and cross country team, the polo team and the bareback trick riding squad. He was also active in Y.M.C.A. work.

The gist of Mr. and Mrs. Shelton's idea was that of carrying a camp program for their boys through the winter months. A group of 12 boys was forthwith organized under the direction of Mr. Orr. The Shelton estate was used as a meeting place. Other Atlanta parents were not slow to realize what it meant to their sons to have companionship of boys of their own age under the leadership of a man who combined ideals of sportsmanship, outdoor living, and good citizenship with a practical ability to put these ideals across.

So in three years the group had grown from 12 to 100, and had quickly outgrown the hospitality of the Sheltons. A permanent ground and club house were secured through the generosity of many parents and friends of the activity. In the spring of 1933 the Fritz Orr Club took up its permanent abode on a 14-acre tract of land, since enlarged, on Nancy Creek, at the intersection of Nancy Creek Road and West Pace's Ferry Road. In 1936 a girls' winter camp was added with 50 charter members.

The program of the winter clubs consists of working on each sport in season, under the direction of Fritz Orr and his corps of assistants. In addition to these, many other added attractions are intermingled. The activities for boys are football, basketball, baseball, track, boxing, wrestling, tumbling, horseback riding, handicrafts of many types, canoeing, swimming, rifle marksmanship, hiking and kite flying. Also marble tournaments, top spinning tournaments, and any other type of contest which the opportunity affords. For girls the activities are soccer, basketball, track, tumbling, dancing, horseback riding, handicrafts of many types, swimming, canoeing, rifle marksmanship, and other types of contests which are helpful. The best equipment is available and organized calisthenics are given at each group meeting as a part of the body-building program.

In 1937 a nursery school and kindergarten were added; in 1938 an outdoor swimming pool and the first summer camp; in 1939 a full-time camp for boys was added in addition to the day camp activities.

The Fritz Orr Club is unique in that it operates with many different age groups, each under its own director. It is also unique in that it does not cater to the under-privileged. Its clientele is drawn largely from the families of Atlanta's successful business and professional men. These children are not only taught good sportsmanship but likewise learn that their superior advantages carry the penalty of heavier obligations to their community and fellow-citizens. Fritz Orr has and is making a substantial contribution to the training of tomorrow's leaders.[246]

Atlanta's pre-eminence as a center for the higher education of Negroes is epitomized in the Atlanta University Center, occupying an area of more than 140 acres west and southwest of the center of the city, between Hunter Street and West End.

Six of the seven institutions making up the Center were founded in the twenty-year period immediately following the War Between the States. They were founded mainly by mission societies of various denominations from the North. All began with students of low academic standing, and although some were chartered as colleges and universities, work of college level generally did not begin until some years after the founding. The six institutions were: Atlanta University, undenominational; Clark University, Northern Methodist, Morehouse College, Northern Baptist, for men; Morris Brown University, African Methodist Episcopal; Spelman College, Northern Baptist, for women, and the Gammon Theological Seminary. The seventh institution, the School of Social Work, began in 1920 in one of the Morehouse College buildings. Five years later, through an appropriation of the Laura Spelman Rockefeller Memorial Association, it was incorporated as a separate institution and through the years has developed into a graduate school offering a two-year course requiring graduation from college for admission and, through its subsequent affiliation with Atlanta University, granting the degree of Master of Social Work.

In April, 1929, an arrangement was made among Spelman and Morehouse colleges and Atlanta University whereby Spelman and Morehouse would continue to provide undergraduate training for men and women, respectively, and Atlanta University would conduct the graduate school. It moved into a new building on the Morehouse College campus. The property between the two campuses became the site of a large and splendidly equipped library for the use of all colleges comprising the Center. In 1932 Morris Brown College moved from its ancient site at Boulevard and Houston Street to the old Atlanta University site on Hunter Street; and in 1942 Clark University, changing its name to Clark College, moved from McDonough Road into new buildings erected across Chestnut Street from the Morehouse and Atlanta University campuses. Only Gammon Theological Seminary, though affiliated, remains at its original location on McDonough Road in South Atlanta.

The faculties of the seven institutions composing the Atlanta University Center, in the old days predominantly white, for lack of qualified Negro educators, are now composed almost entirely of Negroes, including six presidents. The Southern Association of Colleges and Secondary Schools has accredited the work of the group, and the boards of trustees of the various schools are made up of both white and colored persons, many of whom reside in Atlanta. The schools are supported by endowments, grants from foundations, church organizations, missionary societies, and gifts from friends, both white and colored. Their plants represent a value of $3,758,064. The direct social and economic contribution made by the Atlanta University Center to the community is indeed marked.[247]

An unusual honor came to one of the leaders of the Atlanta University Center in 1952. Dr. Rufus E. Clement, president of Atlanta University, was elected to the city school board on a city-wide ballot. He carried a substantial majority of the wards with heavy majorities of white voters, defeating an incumbent long in office. He was the first Negro to be elected to office on a city-wide ballot since reconstruction days.[248]

On November 25, 1929, one month and one day after the stock market crash leading to the great depression of the 1930's, Atlanta became the home of the largest financial institution south of Philadelphia. Some three months before, Robert W. Woodruff, president of The Coca-Cola Company, invited President Thomas K. Glenn, of the Atlanta and Lowry National Bank, and John K. Ottley, president of the Fourth National Bank, to lunch with him at his office. At the table, he suggested that they merge the two big banks into the greatest bank south of Philadelphia.[249] Apparently, the Messrs. Glenn and Ottley and their respective stockholders and directors thought well of the idea, for the merger of the two banks and their affiliated trust companies was effected on November 20, and the First National Bank came officially into being on the 25th. The directing heads of the new institution, with combined resources of more than $140,000,000, were Thomas K. Glenn, chairman of the board; John K. Ottley, president; Robert F. Maddox, chairman executive committee, and James D. Robinson, Sr., executive vice-president.[250] All the vice-presidents and other officers of the two banks retained their official titles with the new institution.[251] During 1930, the original Fourth National Bank Building was remodeled and enlarged into the present First National Bank Building.

The great bank merger inspired Ralph Smith, of the *Atlanta Journal,* to write:

"Not since Georgia became a state—and it is one of the thirteen original states of the Union—has there been a financial, commercial or industrial transaction comparable to the amalgamation that brings together the Atlanta and Lowry National and the Fourth National Banks. In dollars and cents it more than eclipses the sale of The Coca-Cola Company, some ten years ago, by the late Asa G. Candler, for $25,000,000, and yet not a dime changed hands.

"The establishment of the First National Bank, through the merger of the two big banks and the amalgamation of their subsidiaries, created an enterprise with a market value exceeding $58,000,000! But it was an even swap, no boot either way, so far as the individual holders of stock in the two banks were concerned, albeit the shares in both banks, according to market quotations Saturday, had a value exceeding $1000 each. . . . And they were originally sold for $100 each.

"Not since the location in our midst of the Federal Reserve Bank of the Sixth District, in 1914, has there been any material development in Atlanta, in Georgia, or in the South, of such far-reaching consequences as the bank merger. The First National Bank confirms and copper-rivets Atlanta's financial pre-eminence, and widens, too, its sphere of usefulness, influence and supremacy. . . . There's no bank in Baltimore, none in New Orleans, none in Texas, none in Cincinnati, none south of Philadelphia or Cleveland with as much capital and such resources as the First National—not one! It is the fifteenth ranking bank of America. . . .

"What this giant means to industry, to commerce, to agriculture need not here be dwelt upon. Suffice it to say there's nothing here, nor is there likely to be anything hereabout, too large to handle."[252]

The last year of the decade of the 1920's brought to a close the lives of a number of old and useful local citizens. Among them were Samuel Tilly McElroy, a founder of the town of Norcross and member of a pioneer Doraville District De Kalb County family; Charles R. Winship, long associated with the old Winship Machine Company and its successor, the Continental Gin Company, born in Atlanta during the hectic month of December, 1864, son of Robert Winship; Professor, Charles M. Neel, a native of Hancock County and founder of the old Moreland Park Military Institute near the present Little Five Points; General William A. Wright, comptroller general of Georgia for nearly 50 years, a gallant Confederate soldier who lost a leg at Second Manassas, rejoined his brigade, fought with the artillery at Chancellorsville and was captured just prior to the Battle of Gettysburg; Captain Edward C. Murphy, 91, pioneer law enforcement officer; Ewell Gay, widely-known insurance and business man, born in Atlanta, a son of the late Captain Edward S. Gay; Colonel Edward T. Donnelly, distinguished retired army officer, prominent in Atlanta's social life, a native of New York; Percy Hoyle Adams, attorney and retired federal referee in bankruptcy, born in Decatur, a grandson of the noted Dr. Peter F. Hoyle, a pioneer citizen of the town, whose plantation included the present site of Agnes Scott College; Dr. Charles D'Alvigny, physician and humanitarian, son of pioneer Atlanta physician Dr. P. P. Noel D'Alvigny; Asa G. Candler, Sr., previously noted; Major W. E. McAllister, for eleven years superintendent of the Soldiers' Home in Atlanta and himself a Confederate veteran; Thomas J. Day, born in Chattanooga and a resident of Atlanta since boyhood, prominent businessman, Shriner and churchman; Edwin D. Crane, one-time buggy distributor who became a pioneer in the local automotive field, the first man to sell an electric automobile in Atlanta; Congressman Leslie J. Steele, member of a pioneer De Kalb County family, a former mayor of

Decatur and member of the Georgia legislature; James A. Hollomon, associate editor of the *Constitution,* a beloved figure in Southern journalism, a native of Hertford County, North Carolina, and a graduate of Wake Forest College; James E. Hickey, retired hotel man, investment broker, world traveler and churchman, originally of Lynchburg, Virginia; W. Norwood Mitchell, veteran southeastern agent for the Baltimore & Ohio Railroad, a personal friend of the late Theodore Roosevelt and a prominent Atlantan, originally of Richmond, Virginia; J. J. West, a native of Chemung, New York, and founder in 1895, of the West Lumber Company; Charles I. Ryan, native-born Atlantan and senior vice-president of the Fourth National Bank; George W. Ribble, general manager of the southern division, Postal Telegraph & Cable Company; Charles I. Branan, pioneer businessman, civic leader and a former member of the Legislature from Fulton County; St. Elmo Massengale, president of the Massengale Advertising Agency and a distinguished business and civic leader, a native of Norwood, Warren County, Georgia; John Zuber, retired lumberman, a native of Germany and a resident of Atlanta since 1871; Dr. Joseph Jacobs, founder of the Jacobs Pharmacy Company, previously noted; Judge James B. Ridley, of the Municipal Court of Atlanta, a native of La Grange; James Percival Stevens, founder of the J. P. Stevens Engraving Company, watch and clock maker, jeweler and inventor, a native of Liberty County and a resident of Atlanta since 1874; Harry L. Schlesinger, born in Vienna, Austria, prominent candy manufacturer, noted for his charity; Thomas B. Brady, 91, Confederate soldier and a pioneer in Atlanta's livestock business; Sam A. Wardlaw, veteran railroad man and city councilman; W. C. Mansfield, president of the Atlanta Milling Company, a native of Lumpkin, Georgia, once connected with the Baldwin Locomotive Works in Philadelphia; Inman H. Sanders, cotton broker and real estate man, son of the late William C. Sanders and a native Atlantan; Rodney Morrison, southern district manager of the National Carbon Company and a local leader in Community Chest and Red Cross work in Atlanta, originally of Philadelphia.[253]

Others were Benjamin M. Hall, Sr., a native of Fairfield County, South Carolina, and an engineer of international repute; John J. Finnigan, inventor and founder of the J. J. Finnigan Company, boilermakers, born in LaFayette, Indiana; Dr. Newton Craig, a leading eye, ear, nose and throat specialist and a close friend of the late Messrs. Joel Chandler Harris and Frank L. Stanton; Edgar L. Grant, founder of the Grant Sign Company, a native of Columbus but a resident of Atlanta since boyhood, father of Attorney William G. Grant of the local bar; Thomas Bolling Gay, native Virginian, one-time wholesale dry goods merchant but later prominent in the mortgage loan business, a former partner of the late Walker Dunson; John M. Green, born in Marietta, Confederate soldier, prominent Baptist layman, a leader in the fertilizer and cotton oil mill business and second president of the Trust Company of Georgia; Philip B. Green, an employee of the Atlanta Constitution for 54 years, said to have run the first linotype machine ever operated in the south; Armand Carroll, well-known advertising man and an author and poet of note; Dr. Arch Elkin, physician, founder of the Good Samaritan Clinic, originally of Stanford, Kentucky; Lee C. Hagan, industrialist and capitalist, founder with Gus T. Dodd, of the old Hagan & Dodd Company, now the Red Rock Company; S. Lynn Rhorer, founder of the Georgia Paint & Glass Company, noted for his interest in, and knowledge of, the science of astronomy, originally of Columbia, Kentucky; Sumner W. Bacon, Sr., pioneer Atlantan and prominent fruit and produce merchant, Howard H. McCall, Sr., president of the Paragon Box Company, former railroad auditor, active in local civic endeavors, a native of Bleckley County, Georgia; Charles A. Conklin, a local business leader for 45 years, founder of the Conklin Tin Plate & Metal Company, and a native of Pachogue, Long Island, New York; John T. "Sledge" Collier, veteran city tax assessor, married the granddaughter of William Wilson, one of the earliest settlers of Fulton County whose ante-bellum home still stands on the Fairburn Road between Adamsville and Cascade roads; Thomas Cobb Whitner, pioneer insurance man, a native of West Point and a resident of Atlanta since 1864; William Ware Harris, veteran, N. C. & St. L. locomotive engineer, for the last twenty years at the throttle of the *Dixie Flyer* between Atlanta and Chattanooga; Warren D. White, former member of council and of the old police commission, a native of De Kalb County; Hiram M. Melone, one of the South's best-known insurance men, came to Atlanta some 50 years before from New Orleans; John Tolbert, a resident for 64 years and the oldest living member of Tallulah Volunteer Fire Company No. 3; Joseph M. Hunnicutt, born in old Campbell County, son of early Atlanta City Marshal Eli T. Hunnicutt, who moved here in 1846, connected with John Silvey & Company, wholesale dry goods, for 50 years; Frank E. Lowenstein, president of Norris, Inc., candy manufacturers, born in Hickory, North Carolina; the Rev. T. P. Cleveland, D.D., 92, distinguished Presbyterian divine and a chaplain in the Confederate army; Dr. Vassar Woolley, born in Selma, Alabama, lawyer, realty owner and treasurer of the Seydel-Woolley Company, textile chemicals; Dr. Clinton T. Brockett, born in Alexandria, Virginia, an Atlanta dentist for 50 years; Charles V. "Tut" Tutwiler, veteran retired post office employee, became the first letter carrier appointed by the local post office when free city delivery was inaugurated in 1873, a native of Charlestown, West Virginia; Charles William Hubner, 94, poet laureate of the South, lyricist, painter, musician and historian, Confederate soldier, and a resident of Atlanta since 1870. As a boy in Baltimore he witnessed the funeral of Edgar Allen Poe in 1849; Captain George M. Hope, veteran Atlanta insurance man, Fulton County commissioner, formerly a prominent member of the Governor's Horse Guards and a crack rifle shot, born in Forsyth County; Dr. Frank Hoyt Peck, an Atlanta resident for 71 years, one-time physician and for many years a prominent contractor and builder, a son of pioneer citizen John Calvin Peck.[254]

One of the all-time unique citizens of Atlanta, who resided in the city from 1919 until his death at 59 on January 26, 1929, was Charles W. Treat, book dealer and bibliophile.

He was a native of Cleveland, Ohio. He received his formal education in the public schools there, graduating from high school, where his work was characterized by a natural and almost uncanny aptitude for mathematics, combined with an intense dislike of the subject. After graduation he taught school for a number of years on the north Pacific coast, in Oregon and Washington. Tiring of this, he entered the governmental engineering department, passing a civil service examination with perfect ease after a short period of home study.

It was while engaged in engineering that Mr. Treat began his intense devotion to books and laid the foundation for his later collection. Following the Metropolitan library auctions closely, he submitted bids by mail, bidding in many a collection from Anderson's in New York and Sotheby's in London.

Finally deeming his collection sufficiently large, he opened a book store in Chattanooga, later moving the business to Indianapolis. He came to Atlanta in 1919 and opened his shop at 106 North Forsyth Street.

Prospective customers were never annoyed by over-solicitous attentions. In fact, it was one of the idosyncrasies of the proprietor that he emphatically preferred that people should roam through the stacks and find their own books, rather than distract his attention from some volume he might be examining, by questions and requests.

A bibliophile in the true sense of the word, Mr. Treat loved first editions with a consuming passion, and at various times had in his possession valuable editions of Kipling and Twain and rare copies of other writers.

A first edition of Longstreet's *Georgia Scenes,* picked up in Philadelphia, was sent by him to England to be beautifully and expensively bound. He treasured the copy for years, but was finally forced to part with it because of financial difficulties.

Woe to the unsuspecting customer who offered to remunerate Mr. Treat for breaking a set of books to sell one volume. With cries of "Vandal!" and "soulless destroyer of fine things!" the enraged proprietor would express bitter regret that he had ever allowed the miserable person to cross the threshold of his shop, and would then attempt to drive him from the store, making it necessary for Thomas E. Longworth, his business assistant and associate, to come hurrying to the aid of the bewildered offender.

The devoted bibliophile lived his entire life among his volumes. He slept and cooked his meals in quarters at the rear of the establishment, never leaving the premises except to buy provisions or to attend to matters of urgent business.

Only rarely did he read one of the books which constituted so big a part of his life, rather devoting his time to examination and comparative study of the various formats and bindings on his shelves. He sat up until all hours of the night to pore over bibliopegic monographs and to study photographs of rare and rich bindings. Quite often his business associate would find all the lights in the shop burning and Mr. Treat still at his studies upon his arrival at work in the morning.

That others did not harbor the same passion for rare works as he, served at times to incite him to fits of uncontrollable anger. Time and again he would startle a shop full of customers by unexpectedly roaring, "I would rather sell one $10 volume—a rare volume and a beautiful one—than $1000 worth of this trash which lines my walls."

This policy he pursued faithfully throughout his business career, much to his financial detriment. As debts accumulated, he was forced to part with one after another of the beloved volumes, which he had so carefully hidden away from his customers and for which he had refused large sums in earlier years.

In 1927 he finally sold his share in the business to Mr. Longworth, and retired to a basement shop underneath. Here, with most of his treasured volumes gone, he turned to steel engravings and prints, in the last few months of his life developing a special interest in color prints of birds, volumes of travel, flower illustrations and the like. He had already sold his Audubon collection of life-sized color prints of birds, a ponderous and beautiful affair, and long the apple of his eye. Only a number of steel engravings, which he spent hours in cleaning, and small supply of books remained when he died. He left only one relative, a sister, Mrs. Harry Kavanaugh, of Cleveland. For a quarter of a century now, Charles W. Treat, irascible but sincere book lover, has rested in an unmarked grave in Atlanta's Greenwood Cemetery.[255]

NOTES—CHAPTER 98

[1] U. S. Census, 1920.

[2] Hal Steed, *Georgia: Unfinished State,* 121.

[3] Saye, *Constitutional History of Georgia,* 365-366.

[4] *Ibid.,* 366.

[5] James H. Elliott, "Pioneering in Aviation in Atlanta," *A.H.B.,* XXII (July, 1940), 231-232.

[6] *Atlanta Journal,* July 29, 1920.

[7] *Ibid.*

[8] *Ibid.*

[9] Commission Book, Department of Archives and History, Atlanta.

[10] Cooper, *Fulton County,* 678.

[11] *Ibid.*

[12] *Ga. Laws,* 1920, p. 729.

[13] R. R. Otis, "Atlanta's Plan, 1909-1932," *loc. cit.,* 6.

[14] *Ibid.,* 7-8.

[15] *Ibid.*

[16] City directories, 1920-1923; *Atlanta Constitution,* Apr. 21, 1924, Jan. 2, 1950.

[17] "Garrett's Necrology."

[18] *Ibid.*

[19] *Ibid.*

[20] Cooper, *Fulton County,* 681; Miller, ed., *Atlanta,* 33.

[21] Cooper, *Fulton County,* 681.

[22] *Ibid.,* 679.

[23] Records of the Chamber of Commerce.

[24] Cooper, *Fulton County,* 387.

[25] *Atlanta Journal,* Jan. 27, 1921.

[26] *Ibid.*

[27] *Ibid.,* Jan. 28, 1921.

[28] Cooper, *Fulton County,* 387.

[29] *Atlanta Journal,* Oct. 27, 1921.

[30] *Ibid.,* Oct. 27-28, 1921. It was Roosevelt's birth anniversary, not Grady's.

[31] *Atlanta Journal,* Oct. 28, 1921.

[32] City directories, 1920-1922.

[33] 1937 Directory and Souvenir Program of the National Negro Business League Convention, p. 19; city directories, 1909-1952.

[34] Jimmy Jones, "Famous Georgia Athletes, Today and Yesterday," *Atlanta Constitution,* Feb. 24, 1934.

[35] Fred Denton Moon, "Atlanta's 19 Fire Heroes," *Atlanta Journal Magazine,* Mar. 12, 1933.

[36] "Garrett's Necrology."

[37] *Ibid.*

[38] *Atlanta Journal,* Dec. 19-20, 1921; Herbert G. Monroe, "Preaching Hogger," *Railroad Magazine,* May, 1947, p. 77; Herbert G. Monroe, "Singing Hymns and Balling the Jack," *Atlanta Journal Magazine,* May 3, 1936.

[39] Saye, *Constitutional History of Georgia,* 367; Cooper, *Story of Georgia,* III, 502.

[40] Saye, *Constitutional History of Georgia,* 367.

[41] Cooper, *Story of Georgia,* III, 504.

[42] Saye, *Constitutional History of Georgia,* 367-368.

[43] *Atlanta Journal,* Sept. 7, 14, 1922.

[44] *Ibid.,* Sept. 7, 1922.

[45] Thus marking the political debut of our present Mayor, then a young man of 32.

[46] *Atlanta Journal,* Sept. 7, 1922; *City Directory,* 1923.

[47] Now Mrs. Paul C. Crowell, of Atlanta.

[48] *Atlanta Journal,* Sept. 14, 1922; *City Directory,* 1922.

[49] Cooper, *Fulton County,* 711.

[50] *Ga. Laws,* 1922, p. 530; Miller, ed., *Atlanta,* 48.

[51] *Ga. Laws,* 1922, p. 530.

[52] *Ibid.,* 529.

[53] *Ibid.,* 1921, p. 672.

[54] *Ibid.,* 674, 684.

[55] *Atlanta Journal,* July 9, 1922.

[56] Records, City Planning Commission.

[57] *Ga. Laws,* 1922, p. 749.

[58] Cooper, *Fulton County,* 814.

[59] *Ibid.,* 765-767.

[60] *Atlanta Journal,* Mar. 16, 1922.

[61] *Ibid.,* Mar. 17, 1922.

[62] Miller, ed., *Atlanta,* 117.

[63] Fred Denton Moon, "Atlanta's 19 Fire Heroes," *loc. cit.*

[64] Mr. Armistead was succeeded as Fulton County tax receiver by William H. Abbott, who took office Apr. 23, 1922.

[65] "Garrett's Necrology."

[66] *Ibid.*

[67] Aubrey Morris, "Famous Georgia Crimes—No. 3," *Atlanta Journal and Constitution,* Oct. 25, 1953; Rolfe Edmondson, "Frank DuPre's Ghost Returns to Tower," *Atlanta Journal Magazine,* Sept. 16, 1923.

[68] Knight, *Fulton County,* 192.

[69] *Atlanta Constitution,* Dec. 13, 1923, Nov. 20, 1932; "Garrett's Necrology."

[70] *Ga. Laws,* 1922, p. 533.

[71] Willis A. Sutton, "Atlanta's Greatest Asset," *The City Builder,* Dec. 1923, pp. 21-23.

[72] *Atlanta Constitution,* Sept. 2, Nov. 4, 1923; *Atlanta Journal,* Aug. 25, 1923.

[73] His suspension of Dec. 12 did not become effective until Jan. 1, 1924.

[74] W. T. Waters, "A Million Dollar Christmas Gift," *The City Builder,* Jan. 1924; Medora Field Perkerson, "Spring Street Viaduct Offers New Thrill," *Atlanta Journal Magazine,* Aug. 26, 1923.

[75] Allan Taylor, "Story of Spring Street's Amazing Growth," *Atlanta Journal Magazine,* 1923.

[76] *Ibid.; Atlanta Constitution,* Oct. 18, 1925.

[77] J. Henson Tatum, "The Record of a Stupendous Year," *The City Builder,* Dec. 1923, p. 3; *Atlanta Georgian,* Aug. 25, 1923; *Atlanta Journal,* Aug. 19, Sept. 2, Dec. 9, Dec. 30, 1923.

[78] *Atlanta Constitution,* Sept. 30, 1923.

[79] *Atlanta Georgian,* Sept. 9, 1923.

[80] *Atlanta Journal,* Sept. 9, 1923; Record of Postmasters, De Kalb; Cooper, *Fulton County,* 711.

[81] *Atlanta Centennial Year Book, 1837-1937* (Atlanta, 1937), 77-83. The Atlanta Child's Home was founded to take care of the children (1 day to 5 years old) of destitute mothers.

[82] *Atlanta Constitution,* Sept. 8-9, 1923.

[83] Alan Hynd, "Last of the Great Mail Robbers," *Collier's Magazine,* May 13, 1950; William Key, "Chapman's Notorious Break From Federal Pen Recalled," *Atlanta Journal and Constitution,* Aug. 26, 1951.

[84] "Garrett's Necrology."

[85] *Ibid.*

[86] Saye, *Constitutional History of Georgia,* 370.

[87] *Atlanta Constitution,* Oct. 19, 1924; "Granite House for Governor's Mansion," *Atlanta Journal Magazine,* Nov. 2, 1924.

[88] *Atlanta Journal,* Sept. 25, 1924.

[89] *Ibid.*

[90] *Atlanta Journal and Constitution,* Dec. 28, 1952.

[91] "Garrett's Necrology;" Ernest Rogers, "Police Court Judge Callaway Retires After 31 Years of Exemplary Service," *Atlanta Journal,* Dec. 28, 1953.

[92] *City Directory, 1951-52,* p. 25; *The City Builder,* June, 1924, p. 26.

[93] *Ga. Laws,* 1924, p. 87.

[94] Commission Book, Dept. of Archives & History, Atlanta.

[95] *Atlanta Constitution,* Sept. 14, 1924.

[96] *Atlanta Journal,* Nov. 9, 1924.

[97] *Atlanta Georgian,* Feb. 10, 1924.

[98] *Ibid.,* Nov. 23, 1924; *Atlanta Constitution,* Nov. 4, 1923.

[99] *Atlanta Journal,* Apr. 6, 1924; Allan Taylor, "House That Jack Built," *Atlanta Journal Magazine,* Mar. 11, 1928.

[100] *Atlanta Constitution* and *Atlanta Journal,* Aug. 24, 1924.

[101] *Atlanta Georgian,* Mar. 23, May 18, 1924.

[102] Guy Butler, "Atlanta Opens Magnificant Ball Park," *The City Builder,* May, 1924, p. 17.

[103] Now, and for some years past, a staff vice-president of The Coca-Cola Company.

[104] Youngest of the five children of Asa G. and Lucy Howard Candler.

[105] *Atlanta Georgian,* Apr. 19, 1924.

[106] *Atlanta Journal,* Oct 24, 1950.

[107] *Atlanta Constitution,* Dec. 23, 1923, June 8, 1924; Frank Daniel, "Atlanta Rivals Detroit in Hotels," *Atlanta Journal Magazine,* Sept. 7, 1924.

[108] *Atlanta Constitution,* July 21, 1932.

[109] *Ibid.,* Jan. 20, 1924.

[110] Record of Postmasters, De Kalb.

[111] *Ga. Laws,* 1927, p. 813.

[112] Julius Holderman's *Decatur City Directory, 1928-29,* p. 383.

[113] *Atlanta Constitution,* Jan. 7, 1924.

[114] *Atlanta Journal,* Aug. 7, 1924.

[115] "Garrett's Necrology."

[116] The Lowry National Bank and the Atlanta National Bank merged in early 1924.

[117] "Garrett's Necrology."

[118] *Ciy Directory,* 1925.

[119] Miss Culberson, first woman to hold an important Fulton County ministerial office, succeded Hubert L. Culberson who died in 1924.

[120] *City Directory,* 1925.

[121] Cooper, *Fulton County,* 686-687.

[122] *Ibid.,* 686; *Atlanta Journal,* Aug. 10, 1924, Jan. 11, 1925; Medora Field Perkerson, "New Girl's High School Finest in Country," *Atlanta Journal Magazine,* Dec. 28, 1924; *Atlanta Constitution,* Aug. 3, 1924; *The City Builder,* Dec. 1925, pp. 36-37.

[123] *Ga. Laws,* 1924, pp. 430-443; Records, City Planning Commission.

[124] *Atlanta Georgian,* Aug. 30, 1925;; *Atlanta Journal,* Feb. 15, Apr. 5, June 28, 1925; *Atlanta Constitution,* Sept. 6, 1925; city directories, 1925, 1926.

[125] *Atlanta Journal,* Aug. 15, 1925.

[126] *Ibid.,* Feb. 1, 1925; *Atlanta Constitution,* June 28, 1925; Lauren Foreman, "New Locomotive Shops in Atlanta," *The City Builder,* May, 1925, p. 10.

[127] *The City Builder,* May, 1925, p. 24, July, 1925, p. 7.

[128] Including the writer of this history.

[129] Lauren Foreman, "Southern Engines Wear Gay Colors," *The City Builder,* Sept. 1926, p. 22; H. Stafford Bryant, Jr., "Ps-4," *Trains Magazine,* Oct. 1950, p. 20; *Atlanta Journal,* June 17, 1953.

[130] City directories, 1891-1902; "Garrett's Necrology."

[131] *The City Builder,* Apr. 1925, p. 14.

[132] Ralph Smith, "Atlanta to Have South's Finest Store," *The City Builder,* Dec. 1925, p. 4.

[133] *Atlanta Journal,* Apr. 26, 1925.

[134] James A. Holloman, "The South's Finest Department Store," *The City Builder,* Apr. 1927, p. 4.

[135] City directories, 1926-1941; "Garrett's Necrology."

[136] City directories, 1909-1926; *Atlanta Constitution,* Dec. 14, 1950.

[137] Steed, *Georgia: Unfinished State,* 159.

[138] Cooper, *Fulton County,* 409-412; Williams, *Ivan Allen,* 160-169; Miller, ed., *Atlanta,* 34.

[139] Medora Field Perkerson, "Passing of Famous Peachtree Home," *Atlanta Journal Magazine,* Sept. 6, 1925.

[140] *Atlanta Constitution,* July 12, 1925.

[141] *Ibid.,* July 5, 1925.

[142] *Atlanta Journal,* Apr. 6, 1925.

[143] Now Mrs. Richard W. Courts, Jr.

[144] Yolande Gwin, "Fear of Being 'On the Shelf,' Debs Formed Cotillion Club," *Atlanta Constitution,* Oct. 24, 1943.

[145] "Garrett's Necrology."

[146] *Ibid.*

[147] Saye, *Constitutional History of Georgia,* 371.

[148] *Ibid.*

[149] *Atlanta Constitution,* Sept. 19-23, 1926.

[150] Medora Field Perkerson, "Mayor Ragsdale—City Builder," *The City Builder,* Dec. 1926, p. 10.

[151] *Atlanta Constitution,* Sept. 23, 1926.

[152] Cooper, *Fulton County,* 687.

[153] Quoted, Knight, *Fulton County,* 193.

[154] Candler, *Asa G. Candler,* 335.

[155] *The City Builder,* Feb. 1926, p. 23; personal knowledge of the present writer, then connected with the delivery department of the local Western Union office; *Cf.* street directory of the 1927 *City Directory,* which lists both the old and new numbers.

[156] Benjamin S. Barker, "Sears-Roebuck Company Comes to Atlanta," *The City Builder,* Jan. 1926, p. 6; *Atlanta Georgian,* Feb. 14, 1926; *Atlanta Constitution,* July 22, 1926.

[157] *Atlanta Constitution,* Oct. 31, 1926; *Atlanta Journal,* Feb. 14, 1926; Paul Hinde, "Ample Storage for Tourist Cars," *The City Builder,* Oct. 1926, p. 14; *Atlanta Georgian,* Oct. 17, 1926; "Atlanta-Southern Dental College," *The City Builder,* Nov. 1926, p. 16.

[158] *Atlanta Constitution,* Oct. 10, 1926.

[159] Elinor Hillyer, "Tom Pitts Tells of Changes at Five Points," *Atlanta Journal Magazine,* Oct. 10, 1926.

[160] *Hanleiter's Atlanta City Directory,* 1871, pp. 24-33.

[161] *History of Atlanta and Its Pioneers* (Atlanta, 1902).

[162] "Charter of the Atlanta Historical Society," *A.H.B.,* I (Sept. 1927), 5.

[163] "Atlanta Historical Society, Past-Present and Future," *A.H.B.,* XXXVI (Mar. 1953), 4-7.

[164] *Atlanta Constitution,* July 27, 1950; Miller, ed., *Atlanta,* 126.

[165] *Atlanta Constitution,* Dec. 24-26, 1926.

[166] Miller, ed., *Atlanta,* 133, 280.

[167] *Atlanta Constitution,* Feb. 15, 1926.

[168] "Garrett's Necrology."

[169] *Ibid.*

[170] Quoted, Cooper, *Fulton County,* 687.

[171] Cooper, *Fulton County,* 688-689.

[172] *Ibid.,* 397.

[173] *Ibid.,* 688.

[174] "Police Horses to Lose Their Jobs," *Atlanta Journal Magazine,* Feb. 20, 1927.

[175] Records Atlanta Police Department.

[176] *Atlanta Journal,* July 31, 1927.

[177] Keller, *Dictionary of Dates,* II, 352.

[178] *Atlanta Journal,* Oct. 11, 1927.

[179] *Ibid.,* Oct. 12, 1927.

[180] *Ibid.*

[181] *The City Builder,* Feb. 1927, p. 20.

[182] Starring John Barrymore.

[183] Lamar Q. Ball, "Atlanta in the Roaring Twenties," *Atlanta Constitution Magazine,* Jan. 7, 1940; *The New Funk & Wagnalls Encyclopedia* (1952), 24, p. 8671.

[184] *The Ciy Builder,* May, 1927, p. 30.

[185] *Atlanta Constitution,* Sept. 4, 1927.

[186] Holderman's *Decatur City Directory,* 1928-29, p. 7.

[187] *De Kalb New Era,* Jan. 1, 1925.

[188] McDonald, *Free Masonry and Its Progress,* 182.

[189] Holderman's *Decatur City Directory,* 1928-29, p. 8.

[190] Miller, ed., *Atlanta,* 258.

[191] *Ibid.; De Kalb New Era,* Jan. 15, Feb. 19, 1925; Holderman's *Decatur City Directory,* 1928-29, p. 9.

[192] "Garrett's Necrology."

[193] *Ibid.*

[194] Saye, *Constitutional History of Georgia,* 371.

[195] *Atlanta Constitution,* Sept. 13, 1928.

[196] Knight, *Fulton County,* 501.

[197] *Atlanta Constitution,* Sept. 27, 1928.

[198] Cooper, *Fulton County,* 689.

[199] Cooper, *Fulton County,* 690.

[200] *Ga. Laws,* 1927, p. 793.

[201] *Ibid.,* 799.

[202] 161, *Ga. Reports,* 769.

[203] Saye, *Constitutional History of Georgia,* 373.

[204] *Ga. Laws,* 1927, p. 787.

[205] *The City Builder,* Nov. 1927, p. 6; Mar. 1928, p. 7; July, 1928, p. 10.

[206] *Atlanta Constitution,* Oct. 7, 1928.

[207] *Ibid.,* July 22, 1928.

[208] *The City Builder,* Apr. 1928, p. 17; Sept. 1928, pp. 26, 34.

[209] *Atlanta Constitution,* Jan. 15, 1928.

[210] The Elks followed the Paynes. The present Elks Club, on the southwest corner of Peachtree and Fourth streets, is the home to which Mr. & Mrs. Payne moved in 1907. It was originally the Daniel N. Speer home.

[211] Feldman, "Checklist, Atlanta Newspapers," 65-66; 1937 Directory and Souvenir Program of the National Negro Business League Convention, 24.

[212] Twenty-fifth Anniversary Souvenir Booklet, Genuine Parts Company, 1953.

[213] *The City Builder,* May, 1928, p. 29.

[214] Aug. 1928, p. 29.

[215] The Central Congregational Church, erected in 1905 at Carnegie Way and Ellis Street was known for some years as Atlanta's "Little Church Around the Corner." It was torn down a few years ago to make room for an expansion of the Davison-Paxon Company and for Davison's garage.

[216] Alexander succeeded John Heisman in 1920, and resigned as head coach in favor of Robert E. Lee "Bobby" Dodd, in 1944. He died in 1950.

[217] Quoted, Brittain, *The Story of Georgio Tech,* 150-151.

[218] Brittain, *The Story of Georgia Tech,* 149-151; *Atlanta Constitution,* Apr. 24, 1950; *The City Builder,* July, 1929, p. 19.

[219] *Atlanta Constitution,* Oct. 7, 1939.

[220] Medora Field Perkerson, "Messenger Boy 40 Years," *Atlanta Journal Magazine,* Aug. 12, 1928; personal recollections of the present writer, connected with Western Union at the time of Culberson's retirement.

[221] "Garrett's Necrology."

[222] *Ibid.*

[223] Cooper, *Fulton County,* 690.

[224] *Ibid.; Ga. Laws,* 1929, p. 847.

[225] Cooper, *Fulton County,* 691; *Atlanta Journal,* Nov. 21, 1929.

[226] *Ga. Laws,* 1929, p. 821.

[227] Cooper, *Fulton County,* 691.

[228] *The City Builder,* May, 1929, p. 10.

[229] *Ibid.,* Apr. 1929, p. 11.

[230] The old Union Station or car shed was torn down in 1930, and piles were driven to support the proposed warehouse building. The depression, soon to follow, killed the project.

[231] The depot was built and opened in 1930.

[232] *Atlanta Constitution,* Apr. 5, 1929; *The City Builder,* Dec. 1929, p. 26.

[233] *The City Builder,* Mar. 1928, p. 3; Apr. 1929, p. 25; Mar. 1930, p. 18.

[234] Quoted, Cooper, *Fulton County,* 691.

[235] *The City Builder,* May, 1929, p. 12.

[236] John K. Ottley, Jr., "Aviation Becomes a Big Business in Atlanta," *The City Builder,* Mar. 1930, p. 3; Milt Saul, "Atlanta Is America's Third City in Air Transport," *The City Builder,* Dec. 1930, p. 3; *Atlanta Journal,* Mar. 9, 1930.

[237] Miller, ed., *Atlanta,* 249-250.

[238] *Atlanta Constitution,* Sept. 1, 1942.

[239] *The City Builder,* July, 1929, p. 34.

[240] *Ibid.,* Oct. 1929, p. 17.

[241] *Ibid.,* Dec. 1930, p. 5.

[242] *Ibid.,* Apr. 1928, p. 7; Oct. 1928, p. 17; Fred B. Moore to Franklin M. Garrett, Jan. 1954.

[243] *Atlanta Georgian,* May 23, 1926; *Atlanta Constitution,* Feb. 5, 1928; "First Baptist Church, 1848-1930," pamphlet (Atlanta, 1930), 19.

[244] "First Baptist Church, 1848-1930," pp. 10, 19.

[245] "Biggest Stone House Wrecked," *Atlanta Journal Magazine,* Jan. 13, 1929.

[246] Al Hailey, "Fritz Orr's Clubs Give 'Sporting Chance' to Youth," *Atlanta Constitution Magazine,* Dec. 12, 1937; Fritz Orr, "The Summer Camp," *Southern Coach and Athlete,* Feb. 1944, p. 14.

[247] Myron W. Adams, *A History of Atlanta University, 1865-1929* (Atlanta, 1930), 66; Viola L. Jensen, "Higher Education for Negroes in Atlanta," *A.H.B.,* XXXIII (Oct. 1948), 107-111; Dorothy Orr, *A History of Education in Georgia* (Chapel Hill, 1950), 372-373.

[248] Ralph McGill, "You'd Think He Owns Atlanta," *The Saturday Evening Post,* Oct. 31, 1953, p. 97.

[249] *The City Builder,* Nov. 1929, p. 29.

[250] His son, James D. Robinson, Jr., is now chairman of the board of the First National Bank.

[251] *The City Builder,* Dec. 1929, p. 13.

[252] Quoted, *ibid.,* Nov. 1929, p. 22.

[253] "Garrett's Necrology."

[254] *Ibid.*

[255] *Ibid.; Atlanta Journal,* Jan. 30, 1929.

Section XIV

Recent Years

CHAPTER 99

THE NINETEEN-THIRTIES

(1930)

IT CAN almost be said that modern Atlanta emerged from the decade of the 1920's. For sheer volume of building, public and private, business and residential, no peace-time decade in the city's history approached it. Only the war-time 1940's were on a par. In marked contrast to the booming 20's were the early 30's, when Atlanta, along with the entire country, felt keenly, the effects of the depression. Unemployment, which had presented no serious problem except for a brief period following the first World War, became acute. Indeed, in 1932, a mass demonstration of a thousand unemployed blacks and whites marched on the courthouse, protesting the inadequacy of relief measures. Federal aid was soon to partially alleviate these conditions, and a period of intensive development in public housing followed.[1]

When Uncle Sam's census takers completed their rounds in 1930, and the results were tabulated, Atlanta proper had a population of 270,035, compared to 200,616 in 1920. The figures for Greater Atlanta, however, ranked it as the second city in the South, exceeded only by New Orleans, and twenty-second in the nation, with a total of 359,668. The breakdown follows:

Atlanta Borough	270,035
Decatur Borough	13,281
East Point Borough	9,517
College Park Borough	6,251
Hapeville Borough	4,220
Avondale Borough	536
East Point District	1,462
Hapeville District	2,588
South Bend District	9,826
Buckhead District	10,005
Center Hill District	8,454
Collins District	5,802
Druid Hills District	4,868
Cook's District	3,559
Blackhall District	2,992
Peachtree District	2,222
Bryant's District	1,424
Adamsville District	1,176
Poole's District	1,048
Edgewood District	297
Kirkwood District	105
Total	359,668[2]

For many years it was the boast of the people of Atlanta that there had never been any corruption in the city government, but for some time prior to 1930 there had been rumors of graft. By the fall of 1929 something of an odor was emanating from the old city hall on Marietta Street. The matter came to an issue at that time when Fourth Ward Alderman Ben T. Huiet stated on the floor of city council that he heard an official had been paid $3500 to put through a certain measure.

(Courtesy Atlanta Historical Society)

Atlanta City Hall, 1910-1930. Photo taken during March of the latter year just before the present million dollar city hall was occupied. The building pictured above stood on the northwest corner of Marietta and Forsyth Streets, used as Federal Building before occupancy as City Hall

The daily papers published the statement and the *Constitution* in a ringing editorial demanded that the grand jury take up the matter and go to the bottom of it.[3]

Wrote Walter G. Cooper, anent the investigation:[4]

"Thomas J. Lyon, foreman of the grand jury then in session immediately called on the editor of the *Constitution* and asked for any information he had concerning Huiet's statement. He was advised to see Mr. Huiet and Mayor Ragsdale about it. Mr. Lyon did so and the grand jury immediately began to summon a large number of witnesses.

"The matter was so hard to get at that it took a long time and the examination of hundreds of witnesses to discover the facts. It is said that the jury then in session and the succeeding one of which Rawson Collier was foreman, examined fully a thousand witnesses and that Solicitor General John A. Boykin and his assistants examined as many more. William Schley Howard was a special assistant to Mr. Boykin in these cases.

"Members of those grand juries almost deserted their own business and worked day and night for four months in going to the bottom of the matter and the number of indictments found by them and succeeding grand juries astonished the people of the city.

"A statement furnished by the solicitor general shows that twenty-six persons were indicted by the two grand juries in this investigation but eleven of them were either acquitted or had their cases *nol prossed.* Fifteen were convicted or pleaded guilty." They were:

Walter C. Taylor, clerk, bribery and other misdemeanors in connection with his official position; fines and prison sentence.
Harry York, councilman, bribery and defrauding city; fines and prison sentence.
Jack White, broker and business partner of Harry York, no city position, bribery and defrauding city; fines and prison sentence.
W. E. Saunders, councilman, bribery; fines and prison sentence.
Bruce Baxter, city garage superintendent, simple larceny; fine.
Dr. J. E. Turner, alderman, bribery; fine and prison sentence.
Frank Callaway, councilman and deputy sheriff, bribery; fine.
Claude E. Buchanan, alderman, bribery; fine.
F. L. Norton, private citizen, son-in-law of Councilman Chosewood, tampering with juror; fine and prison sentence.
Wiley W. Melton, custodian, city auditorium, embezzlement reduced to misdemeanor; fine.
C. E. (Jack) Martin, license inspector, tampering with juror and bribery; fine and prison sentence.
Dr. S. D. Warnock, city physician, extortion; fine.
L. L. Wallis, park superintendent, bribery; fine.
W. Guy Dobbs, alderman, bribery; fine and prison sentence.
J. T. Ozburn, councilman, bribery; fine.[5]

In 1931 the *Atlanta Constitution* was awarded a Pulitzer Prize for its vigilance in exposing the graft in the city government.[6]

The city primary of June 18, 1930, held as the graft expose was at its height, and the day following the sudden resignation of City Clerk Walter C. Taylor, was an exciting one. Indeed, virtually every officeholder who had been mentioned in the municipal graft and corruption investigations was swept from office. A wide swath was cut in the ranks of the incumbents and in several instances, the voters even declined to renominate those against whom there had been no breath of scandal. Seven incumbents lost their places while five weathered the storm which burst from every part of the city.[7]

Four candidates entered the lists for mayor. They were former Mayor James L. Key, Councilman Wiley L. Moore, Alderman Ben T. Huiet, and City Warden W. H. "Wild Bill" Johnson. None of the mayoralty candidates had ever been mentioned in the graft probe, but Key was the only one not connected with the government, and predicated his fight for the post solely on clean, honest government, while Moore urged "a business administration." Huiet relied on his good record in council, while Johnson made a special bid for the vote of the laboring man. It was agreed among the candidates that, to avoid a runover, a simple majority would elect.[8]

When the votes were counted Key emerged the winner, with 6320 votes. Moore was the runner-up, with 5738; Huiet third, with 4996, while Johnson brought up the rear, with 512 votes. A total of 17,566 votes was cast out of a registration of 25,788.[9]

John L. Cone, city paymaster, was nominated for recorder of the second division over Frank R. Fling, John E. Chambers and Homer C. Denton. Robert F. Pennington, incumbent, was defeated as alderman from the First Ward by Guy Coleman. J. Allen Couch, incumbent Fifth Ward alderman, was unseated by former Councilman James E. Bowden. Alderman G. Everett Millican, of the Tenth Ward, was the only one of the incumbents on whom the (city-wide) electorate cast its ballot, and returned to office. He defeated John Mackey.[10]

Howard C. McCutcheon, Second Ward councilman was renominated over Philip Rosenbaum. G. Dan Bridges defeated Ed L. Almand for the Third Ward councilmanic post to succeed retiring Councilman Charles L. Chosewood. Joseph E. Berman retained his council seat for the Fourth Ward over J. E. Adams. Luke Arnold, councilman from the Sixth, who was named by council to succeed Harry York, following his resignation and conviction in the bribery trials, was defeated for a full term by John M. Owen. John T. Marler was elected to the Seventh Ward council post vacated by mayoralty candidate Wiley L. Moore, over J. O. Aldredge and Zack Layfield. Frank H. Reynolds, councilman from the Eighth was defeated by J. Frank Beck, while W. Paul Carpenter, of the Ninth was defeated for renomination by Homer Foster. William R. Johnson, councilman from the Eleventh, weathered the storm, and defeated Cecil V. Whiddon. Twelfth Ward Councilman William E. Saunders, convicted in the graft trials, failed to get the vindication vote for which he asked. H. M. Rantin defeated both Saunders and a third candidate, Thomas W. Jones.[11]

On July 19, J. Henson Tatum, for several years political reporter for the *Constitution,* and for the past seven and a half years executive secretary to Atlanta's mayors, was elected by council to the vacated post of city clerk, succeeding Walter Taylor.[12]

Candidates for office seemed to be especially numerous in 1930. The contest for Governor brought forth five, Richard B. Russell, Jr., George H. Carswell, secretary of state; John N. Holder, Eurith D. Rivers, and James A. Perry.

The State was in poor shape financially. Indeed, for several years it had been operating under a deficit. It was in arrears in its payments to veterans and to various State institutions, owing $4,000,000 in back salaries to teachers alone. Carswell, supported by the Hardman administration, proposed to divert funds from the Highway Department to liquidate the State debt. Russell had a different plan. He emphasized the need of reorganizing the State administration to effect economies. He likewise denounced the school book trust. "Russell would sell books at 10¢ each and Rivers would give them away," charged Carswell, who held that the State should pay its debts before becoming too generous.[13]

Since no candidate received a majority vote in the first primary, a runover was held between Russell and Carswell, the leading candidates. Holder, who opposed any diversion of highway funds, now supported Russell, who won, by a vote of 99,505 to 47,157.[14]

Russell kept his pledge as to reorganization of the State administration. He called upon the General Assembly for action. The Reorganization Act of 1931, which followed, abolished 53 boards, commissions and bureaus, and 27 administrative offices. The power formerly vested in 27 boards of trustees of separate educational institutions was consolidated in one Board of Regents of the University System of Georgia—an important change.[15]

As 1930 opened there was great activity at Five Points on the site where in the long ago stood Thomas Kile's store, the modest emporium wherein Atlanta's first municipal election, that of 1848, was held. The site had been improved in 1877 by Thomas G. Healey with a three-story office and store building, the first Healey Building. Seldom had wreckers met with more resistance, for when the founder of the Healey family in Atlanta builded, he builded well.

The old structure and those immediately adjoining, on both Peachtree and Marietta streets, were torn down to make way for the enterprise of Thomas Healey's descendants, the widow of his eldest son, William T. Healey and her two sons, William and Oliver. The new office building erected on the site, bearing the names of the two sons, was erected in 1930, most recent of Atlanta's downtown skyscrapers.[16]

While the million-dollar William-Oliver Building was reaching for the sky, Albert E. Thornton, head of the Pryor Street Corporation, was busy too. The ancient block of buildings fronting the east side of Pryor Street between Decatur Street and Edgewood Avenue, erected in the 1870's by Mr. Thornton's grandfather, General Alfred Austell, was wrecked to make room for the five-story Ten Pryor Street Building, a mecca for insurance offices.[17]

One of the first fine apartment buildings erected in Atlanta was the four-story Marlborough, built in 1904 by George P. Howard, George Muse and W. W. Orr. It stood at the northwest corner of Peachtree and Pine streets on the former site of the residence of John Bulow Campbell, Sr., father of the late (1870-1940) J. Bulow Campbell, who was born there. During its 17-year life as an apartment, the Marlborough was occupied by a number of Atlanta's leading families. In 1921 the building, with practically no exterior changes, was converted into a doctor's building.[18]

Shortly after 8 o'clock, on Sunday evening, April 6, 1930, the janitor of the building discovered that it was on fire. Originating in the pantry of the St. Luke's Church restaurant in the basement, the flames spread over electric wires to the elevator shaft from whence they leaped to the top floor of the middle unit. Fanned by an alternating wind, the fire burst from one office to another, enveloping the entire building. Despite heroic efforts of firemen, directed by Chief John Terrell and Assistant Chiefs O. J. Parker and William Butler, the building was gutted for a loss of one half to three-quarters of a million dollars.

Medical equipment worth thousands was consumed or ruined. Reprints of outstanding published articles and clinical studies, belonging to Dr. W. S. Elkin were destroyed. The case histories and records of thousands of Atlanta families were involved in the fire and can never be duplicated. Birth records, which antedated the compulsory registration law of the State were lost for all time except in the memories of the families affected.

There were a number of interesting sidelights attendant upon the spectacle of the fire. While the blaze was at its height, men with megaphones strolled about among the thousands of spectators and announced a midnight show at a downtown theater.

Restaurant and "hot dog" places which were in darkness and behind closed doors, sprang into life and did a rushing business with those who had come to witness the fire. Long before midnight all reported "sold out" and there was not a cold drink to be had closer than downtown.[19]

The Marlborough Company, owner of the property, under the leadership of its president, Paul W. Miller, proceeded immediately to formulate plans for a modern fireproof building on the same site, designed especially for physicians and dentists, to be known as the W. W. Orr Doctors' Building. Pringle & Smith of Atlanta were selected as architects. A committee headed by Dr. F. Phinizy Calhoun was named by the former tenants of the old Doctors' Building, to cooperate with the owner and architects of the proposed building. The Southern Ferro-Concrete Company, of Atlanta was given the contract on July 20, 1930. Tenants began to occupy space in the beautiful new building in April, 1931.[20]

Public utilities, including gas, power and railroad transportation made long local strides forward during 1930.

Natural gas, piped in from Louisiana, reached Atlanta early in the year. Wrote Legare Davis, of the Atlanta Gas Light Company, at the time.[21]

"Natural gas is an entirely different, and far superior fuel to the manufactured gas which has been used in Atlanta for over seventy-five years. Not only is the gas itself different in its characteristics, but its usage, and the demands made on service systems vary so greatly from that made by the users of manufactured gas, that a well designed and adequate system for manufactured gas became inadequate as soon as the distribution of natural gas was undertaken.

"To distribute natural gas to its consumers in Atlanta it has been necessary to build a large belt line about a large section of the city and very largely redesign the distribution system, adding governor stations and large low pressure mains, and to make other changes and improvements, including extension to service which will cost in two years approximately three and a half millions of dollars. . . ."

As soon as the system was converted to natural gas, the Atlanta Gas Light Company dismantled its gas manufacturing plant at Thurmond Street and the Western & Atlantic Railroad. The site had been occupied continuously since 1855, much longer than any site had been occupied by the same firm in the history of the city. And the plant had been in continuous operation since that time, except for a short period following the destruction of the city in late 1864, when it was temporarily put out of commission by the minions of W. T. Sherman.[22]

On October 17, 1930, the Georgia Power Company dedicated and put into service its mammoth steam electric generating Plant Atkinson on the Cobb County side of the Chattahoochee River at Bolton. Board Chairman Harry M. Atkinson, in whose honor the plant was named, opened the throttle putting the vast plant into operation. The dedicatory services were featured by speeches from Eugene R. Black, governor of the Federal Reserve Bank of Atlanta, and Judge Samuel H. Sibley, of the United States district court. The first unit of the plant thus opened was designed to produce 100,000 horsepower of electric energy. The building itself is higher than the Glenn Building and contains one-third more cubic space than the Rhodes-Haverty Building. It constituted an important link in the expansion of the Georgia Power Company while at the same time it mirrored the growth of Atlanta.[23]

After years of agitation the traveling public of Atlanta got a new Union Depot in the spring of 1930. Construction of the new facility, facing the Forsyth Street bridge and located in land lot No. 78 of the 14th District, wherein the original terminus of the W. & A. was located in 1837, began in the late summer of 1929.[24] The virtually completed building was placed in service on April 18, 1930. Said the *Constitution* on that occasion:

"The habits of more than half a century will be changed this morning when the N. C. & St. L. railroad quietly, and without formality, puts its new station . . . into use.

"No. 3, drawn by a new $100,000 locomotive, will come to a stop between the butterfly sheds at 6:30 and discharge its passengers. They will climb the enclosed stairs to the station and the city of Atlanta. A handful of railroad men will greet President J. B. Hill, of the N. C. & St. L., and the board of directors of the road, who will occupy a private car attached to the train. Without further ceremony the station will be dedicated to the use of the public.

"But the habits of long years will be changed. For a time so long it taxes the memory of Atlanta's oldest citizens, the N. C. & St. L.—or the State-owned W. & A., which is now a part of it—the L. & N. [only since 1904 when it entered Atlanta], and the Georgia, have been operating from the old Union depot. Specifically the time is 59 years.

"Habits of that duration will be difficult to break. Atlanta will feel the change. Feet that for generations have worn a path to the old station will beat another to the new.

"Sweeping changes will be bound to follow. The new station is blocks nearer the hotel section of the city. It will concentrate the passenger terminal facilities in one locality. Officials say that benefit to the city cannot but follow.

"For a time the new station will be open to vehicular traffic only from Spring Street. Pedestrians may approach from Forsyth Street on a foot path constructed for them across the viaduct which is now undergoing renovation.

"Only one extraordinary feature has been arranged. The initial train into the station will be drawn by a new $100,000 locomotive delivered to the N. C. & St. L. last week by the American Locomotive Company, and reserved and groomed especially for the occasion. Both the station and the train will be on exhibition through the day.

"The station, built of marble, cut limestone, and with a tile roof, represents the last word in depot design and construction. It was completed at a cost, for the building alone, of $250,000, and with the entire plant represents an investment of some $600,000.

"Besides commodious waiting rooms it contains a luncheonette, barber shop, telegraph and telephone connections, and other facilities for the convenience of the public.

"McDonald & Company, of Atlanta, the designing architects and superintending engineers, point with pride to the structure. . . . It is one of the finest in the South.

"The new locomotive to be used for the first time this morning is one of a group of five, known as the 'Dixie' or '4-8-4' type, and bearing the numbers 565 to 569 inclusive. All will be placed into freight and passenger service.

The locomotives, which weigh 564,000 pounds, were designed to develop the highest sustained power at speeds and to attain best results as to fuel performance. They carry 10,000 gallons of water and 16 tons of coal in their tenders.

"The old station will be turned over to wrecking crews immediately, who will dismantle the building in order that the property may be turned over to the United States Warehouse Company for immediate erection of the $3,000,000 Dixie Terminal Building.[25]

(*Courtesy Atlanta Historical Society*)

City Hall, taken in March, 1930, as it was being completed.
A. Ten Eyck Brown, Architect

"Both the new Union Depot and the projected Dixie Terminal Building represent an innovation in the development of Atlanta. They are the first efforts to take advantage of the 'air rights' above the State-owned railroad tracks running through the heart of Atlanta's business section. The potential value of these 'air rights' is placed at millions of dollars.

"Although no public celebration of the opening of the new station will be held, the day will not be without its private affairs.

"T. K. Glenn, chairman of the board of directors of the First National Bank, and a member of the board of the N. C. & St. L., will entertain President Hill, directors of the railroad and other guests at a dinner at the Atlanta Athletic Club tonight.

"The list of invitees includes Governor L. G. Hardman, Mayor I. N. Ragsdale, James A. Perry and other members of the Georgia public service commission, and the heads of other railroads running into Atlanta.

"Mr. Glenn and others will also take breakfast with the directors of the road this morning at 8:30 o'clock in their private car at the new station."

During the summer of 1929, in contemplation of its demolition, an Atlanta bard penned a parting salute to the dingy but historic old Union Depot, or carshed:

"THE OLD UNION STATION

How dear to our hearts is the old Union Station
When fondly we pause, its proud beauty to view;
How raptured we gaze, in spellbound fascination,
As Great-Great-Grandfather admired it brand new!

How graceful its columns, its wide sweeping arches,
How lovely that roof built of rust-eaten tin;
Alas, it must vanish as stern progress marches,
And nowhere on earth shall we e'er find its twin.

How oft with Don Marquis and Stanton and Bruffey
We'd seek midnight bacon and eggs at Durand's,
And settle the bill with a paragraph puffy—
Ah, swift through the hourglass trickle the sands!

Like Athens' famed temples and Rome's ancient towers,
The pride of our city stood proof against time.
We would bask in its charm by the moonlight for hours,
And point out to tourists its beauty sublime.

Dear spot where fond lovers have met and have parted,
In tears flowing free we are dipping our pen.
Your passing will leave all the state broken-hearted,
For where shall the ghosts of old-timers meet then?"

—D.G.[26]

For the first six months of its existence the new Union Depot played daily host to the most venerable scheduled train in and out of Atlanta, the Georgia Railroad's Social Circle Accommodation, or "Goober." It derived its nickname, "The Goober" from the fact that the commuters invariably ate "goobers" on board, and the floor was always covered with peanut shells. The train was the forum for those it served. Its aisles rang with heated political arguments. The latest farming methods were discussed and the gossip of the day went the rounds.

Like the numerous other locals of a bygone day, the automobile killed "The Goober." It made its last run from Atlanta to Social Circle on November 6, 1930, after a long, valiant and honorable career of more than 50 years.

It was practically always on time. Indeed, the story goes that farmers along its route need no other timepiece.[27]

Two days before the new Union Station was opened the local office of the Western Union, for many years just across the street in the Journal Building, moved to its newly purchased home, the former Transportation Building at Forsyth and Marietta streets. The move was made without interruption to the service. Atlanta superintendent Norris W. Hendrix threw a switch that converted the flow of telegrams from the old location to the new at 6:45 A.M., Wednesday, April 16. Atlanta, the third largest telegraph center in the world, insofar as messages handled is concerned, now had telegraph headquarters commensurate with that status.[28]

Since the day in 1911, nearly twenty years before when, at the age of nine he won the City Junior Championship Cup, Robert Tyre Jones had come far, as golfer, as sportsman, and as a leading citizen of the community—always a gentleman even under the direct strains of competitive golf. His remarkable career in golf reached its zenith in 1930 with his "grand slam" victory in the game's four highest awards—the American Amateur, American Open, British Amateur and British Open—still regarded as one of the greatest feats in sports history.

Entering his first major tournament—the U. S. Amateur at Merion, Pennsylvania, in 1916—when but 14 years of age, Jones made steady strides forward each year until at the end of September, 1930, he sat upon a dizzy eminence from which aspiration itself could lead him no higher. Here is the record:[29]

1916

UNITED STATES AMATEUR—Jones qualified with a sensational 74 for the first round and an 89 on the second at the Merion Cricket Club, Haverford, Pa. He defeated E. M. Byers and F. W. Dyer, veteran stars, in the first two rounds and lost to Bob Gardner, 4 and 3, in the third round. Gardner was eventually runner-up to Chick Evans. It was here that Bob Jones became known as the "boy wonder."

1919

UNITED STATES AMATEUR—Jones, after two years of exciting experiences in Red Cross matches throughout the country, returned to competition at Oakmont. Qualifying with 159, he defeated J. H. Manion, Bob Gardner, Rudy Knepper and W. C. Fownes, Jr., to reach the final. Here he lost to S. D. Herron, 5 and 4.

1920

UNITED STATES AMATEUR—At Engineers, Jones tied for the medal with F. J. Wright, Jr., at 154. In the first round he defeated J. Simpson, dean, following with victories over Wright and F. W. Dyer. He lost in the semi-finals to Francis Ouimet, 6 and 5, Ouimet bowing in the final to Chick Evans.

UNITED STATES OPEN—This was Bob's first venture in open competition against the giants of the professional ranks, the scene being Inverness, at Toledo, Ohio. With rounds of 78 and a 70, a final round of 73 would have carried him to a tie. He wound up, however, with 77 for a total of 299, four strokes behind the winner, Ted Ray, of England.

1921

BRITISH AMATEUR—Upon his first invasion in quest of British golf crowns of which in subsequent years he was to win four—three open and one amateur —Jones met with indifferent success. In the fourth round at Hoyloke he lost to Allan Graham.

BRITISH OPEN—At St. Andrews the Atlantan withdrew after scoring 78 and 74, dissatisfied with his playing.

UNITED STATES OPEN—In the tournament at Columbia Country Club, Chevy Chase, Md., a final round of 77 spelled Bob's doom, for he was in the running with 78, 71 and 77 for the first three rounds. His total of 303 tied him for fifth place, four strokes behind the winner, Jim Barnes.

UNITED STATES AMATEUR—Qualifying with 151 at the St. Louis Country Club, Jones triumphed over Clarence Wolff and Dr. O. F. Willing, but lost to Willie Hunter, 2 and 1, in the third round. Hunter bowed in the next round to Bob Gardner, who lost to Jesse Guilford in the title round.

1922

UNITED STATES OPEN—A youthful ex-caddie named Gene Sarazen flashed a 68 on the final 18 at Shokie, leaving Jones one stroke behind at the finish and in a tie with John Black, the winning score being 288. Bob shot a superb 73 on the last stretch, but it was not sufficient to match Sarazen's inspired finish. This was his closest bid for the open crown to date.

UNITED STATES AMATEUR—Once again the quarter-finals proved Bob's nemesis in the amateur at Brookline, the Atlantan bowing to Jess Sweetser, 4 and 3. It was Sweetser's year, Big Jess of Siwanoy going on to defeat Chick Evans for the title.

WALKER CUP—This was the first year of the international matches between the United States and England, the play being over the National Golf Links at Southampton. Jones won in the singles from Roger Wethered, 3 and 2, and paired with Sweetser in the foursomes to defeat Hooman and Torrance, 3 and 2. The United States won, 8 to 4.

1923

UNITED STATES AMATEUR—At Flossmoor Bob qualified with 149, tying for the medal with Chick Evans. He defeated T. B. Cochran and then encountered an inspired Max Marston in the second round. In this match Marston played only one hole above par all day. On the 35th green he had a 12-foot putt to halve the hole and win the match. The putt was true all the way and Bob succumbed by 2 and 1. Marston won the title, defeating Sweetser in the final.

UNITED STATES OPEN—The "seven-year-drouth" for Jones ended at Inwood Country Club, Inwood, L. I., on July 15. Since 1916 he had been shooting at golf's chief prizes, only to miss. At Inwood he turned in scores of 71, 73 and 76 and began the fourth round three strokes ahead of Bobby Cruickshank. His 76 on the last 18 while Cruickshank was taking 73 resulted in a tie at 296. In the playoff Jones won with 76 to 78. Bob's finish was an epic of golf, his spectacular midiron shot to the green from the rough landing seven feet from the cup and giving him a 4. Cruickshank took 6. Thus Bob Jones, at 21, won his first national title.

1924

UNITED STATES OPEN—At Oakland Hills, Jones ran second with 300, three strokes behind Cyril Walker.

UNITED STATES AMATEUR—The first amateur title for Jones came to him at the Merion Cricket Club. After turning back in succession W. J. Thompson, D. Clarke Corkran, Ruby Knepper and Francis Ouimet, he overwhelmed George Von Elm in the final, 9 and 8.

WALKER CUP—Jones won his singles match in the international amateur series at Garden City, defeating Major C. O. Hazlet, 4 and 3, but in the foursomes he and W. C. Fownes, Jr., met defeat at the hands of Michael Harris and Robert Scott, 1 up. The United States won, 9 and 3.

1925

UNITED STATES OPEN—Once again a play-off was necessary to decide this event, with Jones and Willie MacFarlane, of Oakridge, the actors in the drama at Worcester, Mass. Each had finished the four rounds with 291. Jones had overcome a four-stroke deficit on the last round to catch MacFarlane. In the play-off MacFarlane turned in a 72 to Bob's 73.

UNITED STATES AMATEUR—Thwarted in the open, Bob did better two months later in the amateur at Oakmont. He swept aside William Reekie, Clarence Wolff and George Von Elm in order, then crushed Watts Gunn, another fine Atlanta golfer, 8 and 7 in the final.

1926

BRITISH AMATEUR—At Muirfield, Jones defeated C. E. Ormerod, Colin C. Aylmer, H. M. Dickson, J. Birnie, Jr., and Robert Harris, but lost to Andrew Jamison in the sixth round, 4 and 3. Here it was that Jess Sweetser rose to heroic heights, defeating Alex Simpson for the title, the first native-born American to capture the British amateur.

BRITISH OPEN—Qualifying with the astounding scores of 66 and 68 at Sunningdale—still a target for all who play that course—Bob went on to St. Anne's and became the first American amateur to win the open title, with a 72-hole aggregate of 291. It was also his first championship won on British soil. Jones had to come from behind to slip in ahead of Al Watrous by two strokes.

WALKER CUP—In the international matches at St. Andrews, won by the United States 6 1-2 to 5 1-2, Bob triumphed in the singles over Cyril Tolley 12 and 11, and won in the foursomes with Watts Gunn, defeating Tolley and Jamieson, 4 and 3.

UNITED STATES OPEN—Following upon his triumphs abroad, the Atlantan set a hot race at Scioto, finishing one stroke ahead of Joe Turnesa to capture the honors with 293.

UNITED STATES AMATEUR—At Baltusrol, Jones found himself once again in the final with George Von Elm his opponent. Bob had beaten R. A. Jones, Jr., William Reekie, Chick Evans and Francis Ouimet before facing Von Elm, who won by 2 and 1.

1927

British Open—St. Andrews was the setting for Bob's second victory in the British Open. Twelve thousand persons were thronged around the last hole when he rapped in a three-inch putt to capture the title with 285, a record score for that classic. Aubrey Boomer and Fred Robson tied for second with 291.

United States Open—Jones was off his stride at Oakmont and finished with 309, eight strokes behind the leaders, Tommy Armour and Henry Cooper. Armour won the play-off for the title.

United States Amateur—A third national amateur title was annexed by the southern wizard at Minikahda. He put out Maurice McCarthy, Jr., Eugene Homans, Harrison R. Johnston and Francis Ouimet, then defeated Chick Evans in the final, 8 and 7.

1928

United States Open—Finishing in a tie at the end of the regulation 72 holes with Johnny Farrell at Olympia Fields, each with 294, Bob ran second to the Quaker Ridge pro in the play-off for the title, 143 to 144.

United States Amateur—Brae Burn brought Jones his fourth amateur title and his eighth national crown when he defeated T. Philip Perkins, then British amateur champion, in the final, 11 and 9. His victims before the final round were J. W. Brown, B. R. Gorton, John B. Beck and Phillips Finlay.

Walker Cup—At the Wheaton international matches Bob defeated T. Philip Perkins in the singles, 13 and 12, and paired with Chick Evans to win from Hezlet and Hope, 5 and 3.

1929

United States Open—Sinking his famous 12-foot putt on the 18th green at Winged Foot for a final round of 79, which enabled him to tie Al Espinosa with an aggregate of 294, Bob proceeded to crush the Chicago pro in the play-off with a typical display of par-wrecking golf, scoring 141 for the 36 holes, against Espinosa's 164. This marked Bob's third national open title.

United States Amateur—Jones' defeat at the hands of Johnny Goodman, unheralded Omaha youngster, in the first round at Pebble Beach still is fresh in the memories of golf fans. Bob had tied with Gene Homans for the medal. Goodman took a three-hole lead at the start and never relinquished his hold, winning by 1 up on the 18th. The Omaha boy was eliminated in the next round by J. Lawson Little, 2 and 1.

1930

Walker Cup—In the international matches at Sandwich, won by the United States, 11 to 1, Jones paired with Dr. Willing to defeat Torrance and Hartley in the foursomes, 8 and 7, and defeated Roger Wethered in the singles, 9 and 8.

British Amateur—This tournament was Bob's main objective. It was the only major championship he had never held. He had a stiff fight in the first round at St. Andrews when Sidney Roper shot 15 4's and a 5 at him, but Bob played super golf to get a 3 and 2 victory. Bob had it easier against Cowan Shankland, but Cyril Tolley carried him to the 19th hole before he was able to put the British champion out. G. O. Watt gave Jones a breathing spell in the fifth round, but Harrison R. Johnston, United States amateur champion, pressed him hard before he was able to win, 1 up. Eric Fiddian was next to fall before the Atlanta genius, and then George Voigt, who also carried Bob to the last green. Jones' ambition was realized when he overwhelmed Roger Wethered in the final, 7 and 6, while 20,000 frenzied fans cheered madly.

UNITED STATES OPEN—Returning from his double victory in England Bob Jones went on to Interlachen, where he battled his way through a strong field to add that title to his already long string. He scored a 287 to win his third crown of the year.

BRITISH OPEN—Jones became both British amateur and open champion when he led the field at Hoylake with a score of 291.

UNITED STATES AMATEUR—Accomplishing a feat unheard of in golfdom Bob Jones Saturday afternoon, September 27, won his fourth major title of the year when he defeated Gene Homans, Englewood, N. J., in the finals at Merion Cricket Club. This victory gave the Atlantan a "grand slam" for the year—a feat never before accomplished in the history of golf.

Robert Tyre Jones returned from his British conquests aboard the *Europa,* arriving in New York on July 2, 1930.

Bob was taken off the *Europa* at quarantine and brought to the Battery on the official tug of the City of New York. Flanked by a large excursion steamer, the *Mandalay,* on which were 200 Atlantans and Georgians, many resident in New York, and by smaller craft, he was prepared for his triumphal reception by the bellowing of whistles and by an aquatechnical display from fireboats. Wrote Ed Danforth:[30]

"Bobby Jones rode through hero's canyon at mid-afternoon along the trail where a city has thundered a nation's greeting to Pershing, Lindbergh, Ederle, Chamberlin, Byrd and Kingsford-Smith. And today the city roared a welcome no less significant in spontaneity and spectacular qualities.

"The bronzed hero who rode through the vast gulch that is the financial district of lower New York, was wearing the chaplet of peaceful conquest. His cannon were wooden driving clubs, his shrapnel was a tiny rubber ball, his airplane was a steep pitch to a patch of green. The channel he had crossed was the Atlantic where he had discovered the vulnerability of the British amateur and open golf trophies and had brought them back home.

"And as Bobby Jones rode through the canyon with confetti showered down like snowflakes, and rose petals and yellow ticker tape cascading in swirling spirals from the cliffs, the hundreds of his hometown folks who rode behind him in open automobiles scarcely realized that this was the skinny boy with the blond head of unruly hair who not so long ago was the boy wonder of East Lake.

"No doubt the stalwart sunburned father and the frail pretty mother of Bobby who rode close to the hero thought more than once of the frail youngster of 5 for whose health they moved out close to East Lake and saw him play his first shots with a cut down rusty cleck. Big Bob wept shamelessly more than once as he gazed up at the joyous display in the sky. Miss Clara held on tightly to his arm and Mary Malone Jones sat serene and smiling with pride beside her husband. . . .

"With 70 mounted traffic policemen in front and a brass band playing stirring tunes, the caravan proceeded to the steps of city hall, where, in the presence of tens of thousands, Mayor Jimmy Walker said fine things about Bob Jones and Bob responded briefly and with feeling. Then he was hurried away with shrieking sirens of motorcycle officers clearing the way to the Vanderbilt Hotel. There he barely had time to dress for the testimonial dinner in his honor.

"Through it all Bobby wore that look of vague discomfort, of silent prayer that the ceremonies be brief, and a general air of boyishness that makes him so appealing to every American who sees him. . . .

"And as the crowd left the city hall and life resumed its normal channels an idler in the park folded his newspaper which had been open at the want ad section, and said to his mate on the bench: 'Git out of this fellow, and les' go over to the street department. They'll be putting on 2000 extra white wings to clean up the trash downtown and we can make enough to carry us along another week."

From New York, Bob Jones went to Minneapolis and the U. S. Open, winning the crown with a 287 over McDonald Smith, Horton Smith and Harry Cooper, who followed in that order.[31]

Then he returned to Atlanta on Monday, July 14, for one of the greatest welcoming demonstrations in the city's history.

Bob arrived shortly after 9 A.M. He left the Southern Railway's *Ponce de Leon* at the little station of Chattahoochee, out near the river, where he was met by his wife and two small children. From there he went home for a couple of hours rest before the noonday parade. He arrived at the Capital City Club, where a reviewing stand had been built and from which he reviewed the parade which began to march at noon from Peachtree and Baker streets under the direction of Grand Marshal Alvin L. Belle Isle. Flanking Bob on the reviewing stand were his wife, his little daughter, Clara Malone Jones, his father, Robert P. Jones, Mayor Ragsdale, Chairman Al Doonan, of the reception committee, and Major-General Frank R. McCoy, commander of the Fourth Army Corps Area. Said the *Constitution*:

"In many respects it was one of the greatest parades ever witnessed in Atlanta, in enthusiasm at least, for each of the units, as they passed smiled and shouted a greeting to Bobby. . . .

"First came Chief of Police James L. Beavers, resplendent in his shinning uniform, and a corps of policemen, followed by a motorcycle squad. Then the 122d Infantry band and some 500 citizen soldiers afoot. Major Ben Huiet's horse provided much entertainment, though the mount was well controlled by the alderman.

"Next came the Disabled American Veterans, cheering and saluting. The veterans received a hearty greeting, and all down Peachtree Street they were met with cheers. In fact every unit of the parade came in for its share of cheering, with Bobby as usual winning the championship when he fell in at the end.

"Fire Chief John Terrell and 100 firemen followed the veterans. One giant engine formed part of this unit.

"Then came the Chamber of Commerce delegation in automobiles, all of them sticking their heads out to wave and shout a greeting to Bobby on the stand. The chamber's delegation was one of the largest it has ever turned out for a parade. It was followed by Joe Ray and 75 members of the Junior

Chamber, all of them gayly decked out in neat golfing uniforms. The civic clubs, Kiwanians, Civitans, Rotarians and others followed in motor cars, each club with a representation of more than 20 members.

"One of the most unique features of the parade followed the one-horse shay of Brown and Allen. With Uncle Sam and John Bull riding side by side, Uncle Sam had Johnny in tow just as Bobby has had the British golfers in tow every time he goes after their scalps.

"Then came the American Legion drum corps in bright uniforms and a delegation of legionnaires, followed by members of the Atlanta baseball team in uniform and the members of the team's board of directors. Bobby is a vice-president of the Crackers. L. W. (Chip) Robert, president, and Rell J. Spiller, vice-president and general manager of the team, were on the reviewing stand.

"The Crackers were followed by a large group of Tech alumni [Jones was a member of the class of 1922] and 1000 employees and high officials of the Georgia Power Company, headed by the company's well-known band in their green and white uniforms. Many of the power company's employees rode in big double-decked buses and strewed confetti and noisy greetings as they passed.

"Three hundred negro caddies from Bobby's home club, the East Lake, and the West End and Capital City Clubs followed and many of those along the line of march who were saving their confetti for Bobby, almost let it get away from them in their enthusiasm for the caddies. Nearly all of the caddies carried signs 'Welcome Home Mr. Bobby,' but perhaps the most well received was one carried by the boys from the Capital City Country Club, which read:

" 'Welcome Home, Mr. Bob. You Sho' Brought Back the Bacon.'

"The caddies were headed by the Negro Elks' Band, the bandmaster in bright uniform and the drum major a champion in his own right.

"Then came the delegations of the Georgia Hotel Greeters' Association, the Atlanta Athletic Club, the A. A. C. basketball team, and delegations from all of the city's downtown and country clubs.

"The police band, which had been lined up in front of the reviewing stand, fell in and so did Bobby and his reception committee. At the city hall, where the parade ended, the 'Emperor of Golf' added a new trophy to his already large collection—a golden key to the city, presented by Mayor Ragsdale.

"All in all it was one of the most memorable days in Atlanta's history. Crowd records were smashed and new figures which likely will live for scores of years were set. It will take another Bobby Jones Day to break them."

The great home-coming day inspired a communication from Will Rogers, who wrote:

"Santa Monica, July 14.

Editor the *Journal*:

Atlanta no more than gets cleaned up from one Bobby Jones celebration till another comes along. You can easily exist in Atlanta by eating only at Jones testimonial dinners. If all Jones banquet speakers were laid end to end, it would make a fairway with a 287 par. So find a spot on Stone Mountain for Bobby. Had he lived in the days of Jeff Davis, Stonewall Jackson and Robert E. Lee, he would have done to Grant and Sherman what he did to

Hagen, Diegel and Sarazen. And just think, ten years ago all Atlanta had was Coca-Cola.

Yours,

WILL ROGERS."

As previously noted, Bob Jones went up to Pennsylvania in Setember to win the U. S. amateur at the Merion Cricket Club, thus making his unprecedented "grand slam" for the year.

So it was that the greatest trail of golfing adventures the world had ever known ended Monday morning, September 29 at Peachtree Station, where, in April, it had begun. Although no official welcome program had been arranged, hundreds of friends and admirers crowded the station for a glimpse of Bob as he stepped off the train. Car horns honked, train whistles blew and a score of cameras added their grinding noise to the general uproar. No organized welcome was planned. It was Bob's wish that he be allowed to go on to his home, rest in quiet and then pick up the law practice he had left two weeks before.[32]

Robert Tyre Jones retired from tournament golf with his "grand slam" of 1930, acknowledged as the greatest amateur golfer who ever lived. Since that time, as before, he has been an exemplary citizen of his home town, Atlanta, as head of a fine family, lawyer, bottler of Coca-Cola, vice-president of A. G. Spalding & Bros., and, during World War II as a Lieutenant-Colonel in our Army overseas. Jones retains a zealous devotion to the game he no longer plays. He serves as president of the Augusta National Golf Club where he collaborated in construction of the course over which the world-famous annual Masters' Tournament is played. He is also president of Atlanta's Peachtree Golf Club, of which he was an organizer, and which he helped to engineer from Cross Keys District farmland and woods.[33]

No male citizen of Atlanta has ever brought more renown to the city than Robert Tyre Jones. In this respect, however, before the decade of the 1930's had run its course, he was to be joined by a young Atlanta housewife. For as Bob Jones was ascending the highest peaks of golf, Margaret Mitchell Marsh was busy writing a book—to be called *Gone With the Wind.*

During the same year in which golf and Bob Jones came together so successfully, another colorful Atlanta sports champion came to the fore. Bryan M. "Bitsy" Grant, Jr., son of a renowned tennis player and great-grandson of Lemuel Pratt Grant, a leading Atlanta pioneer, won the United States Clay Court Championship. He duplicated this performance in 1934 and 1935. He was placed third in the national amateur ratings in 1936, and the following year was a member of the Davis Cup Team. The "Mighty Atom" is still a powerful tennis player.[34]

Father Time took his annual toll of well-known and useful local citizens during 1930. Among them were Dr. Walter B. Hamby, retired physician and a prominent Florida citrus grower, a native of Gwinnett County; Professor E. C. Crichton, widely known as the inventor of the Crichton shorthand method and as the founder of the Crichton Business College, born in Tampa, Florida; Colonel Fulton Colville, died in Scarsdale, New York, formerly prominent in Atlanta legal and political circles, one-time president of the Young Men's Democratic League; William L. DuPree, president and treasurer of the real estate firm of W. L. & John O. DuPree; Leonidas J. Daniel, a founder of the well-known clothing firm of Daniel Brothers, a resident since 1886 and a native of Troup County; Louis Wellhouse, born in Alabama but a resident of Atlanta since early childhood, president of the United Paper Company and vice-president of the Atlanta Box Factory; Isaac M. Roberts, oldest engineer on the Southern Railway's Charlotte Division, pilot of the *Air-Line Belle* between Atlanta and Toccoa, a native of Gaston County, North Carolina, and a large property owner in Roswell; William F. Clarke, a resident since 1847, a noted musician and teacher of music, particularly expert on the cornet; Judge Justinian Evins, a justice of the peace in Cross Keys District of De Kalb County for 43 years, served as courier for General "Stonewall" Jackson during the War Between the States; Mrs. Hannibal I. Kimball, 90, died in Providence, Rhode Island, widow of the builder of the Kimball House; Kendrick K. Kelley, wholesale grocer and vice-president of the Nu Grape Company, a native of Coweta County; Marcus Loeb, pioneer clothing manufacturer and a past president of the Standard Club, born in Germany; Joseph W. Humphries, lawyer and lover and writer of poetry, a native of Clayton County and brother of Judge John D. Humphries; Dr. H. E. Stockbridge, agricultural chemist, a founder of the *Southern Ruralist* and for 16 years editor of that noted farm journal, a native of Hadley, Massachusetts; Charles D. Hurt, born in Russell County, Alabama, son of the late Dr. Charles D. Hurt, a graduate of Alabama Polytechnic Institute and a leading realtor; Dr. Harry C. Howard, noted theologian, an original faculty member of the Candler School of Theology at Emory University; Harry L. Stearns, Sr., born in Columbus, Ohio, for 40 years a leader in the business, civic and social life of Atlanta; Lodowick J. Hill, of a noted Georgia family, first and only president of the old Gate City National Bank, an outstanding genealogist and one of nine brothers who served under the Confederate flag; Philip Essig, clothing merchant and prominent dog fancier, born in Natchez, Mississippi; G. Arthur Howell, noted insurance man, a founder of the firm of Haas & Howell, now Haas & Dodd, native of Atlanta and a grandson of the original Colonel George W. Adair; Charles D. Atkinson, business manager and national advertising manager of the *Atlanta Journal,* a native Atlantan and active civic worker; W. Tom Winn, popular insurance man, former city councilman and Fulton County commissioner, a native of Antioch, Troup County; Pat J. Bloomfield, member of a pioneer family and a well-known undertaker; Robert Moran, night city editor of the *Constitution* for more than 20 years, a son of the noted P. J. "Pea Jay" Moran, of the same paper; Bernard Sutler, author, editor and businessman, originally of Charlottesville, Virginia; Wallace Rhodes, born in Atlanta in 1848, prominent Mason, veteran post office employee and for the last 18 years a clerk in the Fulton County ordinary's office; C. V. Hohenstein, executive secretary of the Atlanta Retail Merchant's Association, the Atlanta Automobile Association and affiliated bodies, born in Savannah, Georgia.[35]

Others were Ernest Hartsock, nationally known poet and publisher, president of the Atlanta Writers' Club, founder of the *Bozart Press,* died at the early age of 27; David F. "Uncle Dave" Gillespie, former head of the city park department, a native of South Carolina; Judge Robert L. Rodgers, died at Eagle Lake, Texas, former well-known lawyer, justice of the peace and journalist, a Confederate veteran and native of Sandersville, Georgia; Ewell L. Jett, veteran city policeman and acting chief from 1924 to 1926; Robert H. Pressly, Sr., assistant chief of the Atlanta fire department; Dr. Elijah L. Connally, 92, prominent and revered physician and businessman, oldest of the 16 children of Thomas W. and Temperance Peacock Connally, pioneer settlers of southwest Fulton County; Newport A. Lanford, Chief of the Atlanta Detective Department from 1910 to 1918 and one of the most colorful figures in the history of the local constabulary; Robert A. Hemphill, dean of lay Methodism in the South, former official of the *Constitution,* Confederate soldier and a brother of the late William A. Hemphill; Roland G. Thomason, veteran retired street car man, who saw the system grow from horse car days, well-known on the East Lake and South Decatur lines upon which he ran for years; B. Lee Smith, printer, advertising man, musician and one-time manager of the old Strand Theater, a former member of city council; William B. Cummings, chief of the Atlanta fire department from 1906 to 1915, originally of Aiken, South Carolina; David Steinheimer, pioneer German-born merchant; W. S. Byck, noted retail shoe merchant, president of the firm of Byck Brothers; Joseph E. Boston, of a well-known Marietta family, vice-president of the Georgia Savings Bank & Trust Company; Robert F. Shedden, for more than 40 years an outstanding figure in the insurance world of the southeast and well-known philanthropist, a native of New York; Howard Muse, of the George Muse Clothing Company, a son of the founder and a native Atlantan; Charles J. Kamper, founder of the Kamper Grocery Company, first in the city to receive orders by telephone and deliver by automobile, a native of Buffalo, New York; Lloyd B. Parks, president of Parks-Chambers, Inc., clothiers, bank director, a founder of the Druid Hills Golf Club and one of the fathers of golf in Atlanta, originally of Dawson, Georgia; Dr. Wiley Shorter Ansley, prominent Decatur physician and a Spanish-American War veteran; Henry H. Schaul, widely known jeweler, originally of New York City; Ernest G. Bentley, native Atlantan and member of the local bar since 1914; the Rev. John R. Speck, author, Methodist minister and botanist, whose tiny flower-laden buggy had been a familiar sight to thousands of Georgians; Thomas C. Miller, born in La Grange, clerk of the Fulton County Superior Court since 1924 and immediate predecessor of the present clerk, James W. Simmons, and Samuel D. Jones, a native of Campbell County, Virginia, and a resident of Atlanta since 1898, educator, president of the Atlanta Stove Works, a former president of the Chamber of Commerce and civic leader, brother of Bolling H. Jones, chairman of the board of the Fulton National Bank and former Atlanta postmaster.[36]

(1931)

Nineteen thirty-one was a year of vanishing local landmarks, among them a famous train and at least three noted old homes, the Dougherty or Hopkins house, at Peachtree and Baker; the "Homestead," Dr. E. L. Connally's old home in West End, and the Ryan home on Whitehall Street.

The Southern Railway's *Air-Line Belle,* a daily institution since 1879 between Atlanta and Toccoa, made its last northbound run on Saturday, July 25, 1931, behind Pacific-type locomotive No. 1305. The crew was composed of Conductor H. T. Cox, Engineer H. R. Blackwell, Fireman D. L. Cleland, and Flagman J. G. Lowe.[37] Wrote Harry Wilensky, of the *Journal* on that occasion:

"The Airline Belle is dead.

"Throughout North Georgia, in Chamblee, Norcross, Buford, Gainesville, Alto, Cornelia, Toccoa, and a score of other towns and hamlets, thousands are regretting the passing of the historic train.

"For more than half a century the Airline Belle made its round trip between Atlanta and north Georgia, going up to Toccoa in the evening and returning in the morning. It was perhaps the oldest train running out of Atlanta.

"Saturday it made its last run.

"As the train chugged up the Piedmont Ridge Saturday afternoon, skirting the foothills of the Blue Ridge Chain and threading 'the hills of Habersham and the valleys of Hall' which Sidney Lanier described in his poem, its whistle echoed mournfully. And when the train pulled into the Toccoa yards just as the last orange splash of the sun faded out of the sky, the Belle's whistle gave out one last, mournful, parting blast.

"It was a Redskin chief, killed by the ruthless thrusts of a changing order, uttering his death cry.

"It was a Cyrano de Bergerac, with one last noble gesture, standing up to die.

"It was the end of an epoch.

"It was the passing of an institution.

"Southern Railroad trains 135 and 136, running between Atlanta and Washington, Sunday took over the Belle's schedule. They will make all the stops the Belle made. They will bring commuters to Atlanta at 7:50 A.M., and they will take them back home at 5:20 P.M., just as the Belle always did. But it won't be the same.

"The Atlanta-Toccoa run is only 93 miles long, yet in the course of that 93 miles, the Belle had no less than 39 stops. Some of them were in cities. Some were in little villages and hamlets. Some were at points where the highway crossed the railroad tracks. And some stops were simply points on the right-of-way where passengers knew they could catch the train.

"Along with Chamblee and Buford, Gainesville and Cornelia, on the list of intermediate stops were Mechanicsville and Beaver Dam, Carolina and Suwanee, Sugar Hill, Flowery Branch, Oakwood, Cagle, Raoul, New Holland, Ayersville, and a host of others.

"The Belle did not make all the 39 stops each day. It wasn't necessary. The engineer, looking up the right-of-way, could see whether passengers were waiting to board the train at a particular point. If no one was waiting the train sped on. . . .

"Surprisingly enough, the Belle made excellent time despite the frequent stops, many of which were only a mile apart. A light train, provided with a large engine, it picked up speed quickly, quite often making 50 miles an hour between stops. The entire run was covered in three hours flat, and the train was on time or a few minutes ahead of time practically every day. During its entire career, the train maintained a punctuality record of 98 or 99 per cent.

"Along with this remarkable time record, the train chalked up an equally amazing safety record. The Belle, in all its 52 years of operation, figured in only one major accident, and that, a head-on collision near Armour, occurred over 30 years ago, in the days before double tracks and the block signal system.[38]

"The *Airline Belle* was born in 1879. With no automobiles and no good roads between Atlanta and north Georgia, transportation was exceedingly difficult. . . . School children by the score daily flocked to Atlanta from Norcross aboard the train. Farmers and businessmen boarded it on their journeys 'to the city.' All of north Georgia rode the train. . . .

"One of the first engineers on the Belle was the late B. F. Dewberry.[39] For many years the late Captain Ike Roberts, veteran railroad man, known throughout the South, presided at the throttle. A pioneer railroad builder, he had worked his way up from the bottom in 58 years of continuous service. . . . Passengers riding the Belle could tell when Captain Roberts was at the throttle; they knew his touch. An expert engineer, he could set the train in motion without a perceptible jerk, and he could nurse it to a stop without a jar.

"He died on duty, a railroad man in service to the end. Captain Roberts had indignantly rejected suggestions that he retire, and at 77 was still piloting the Belle. On May 15, 1930, he collapsed at the Terminal Station, and died within a few minutes of a heart attack.

"Old timers Saturday were glad that the veteran engineer had not lived to see the passing of the Belle.

" 'It would have broken his heart,' they said. . . ."

The massive pile that stood for 40 years atop a hill at the southeast corner of Peachtree and Baker streets, known for 30 years as the Dr. J. R. Hopkins home, yielded to wreckers during February and March, 1931. It gave way to progress in the form of a super-service station erected by Goodrich Silvertown, Inc.

The site, measuring 100 x 235 feet was purchased by Dr. James F. Alexander and William Orme from William Ezzard, administrator of the Hardy Ivy estate on October 29, 1853, for $571.

A year later Alexander and Orme sold the property to John C. White for $700. White died in 1873, and on February 11, 1874, Laura E. White, widow and administratrix of the estate, sold the property to David H. Dougherty, for $12,000. Dougherty, long a leading Atlanta wholesale dry goods merchant, first erected a one-story cottage on the hill, in which, with his family, he lived for several years. About 1890 he erected the great castle-like structure, for so long a prominent landmark in the shadow of the central business district.

Among the notable social events taking place in the home were the debuts of the Misses Lucy and Dessa Dougherty, and the marriage of the former to the late William J. Davis, Sr.

The turreted splendor of the house was a splendid setting for tales of romance and hidden fortunes, and the construction of the dwelling, according to Miss Dessa Dougherty, was the realization of a dream.

"When we were children," Miss Dougherty recalled [when interviewed in 1931], "and still lived in the little bungalow, my sister and I often talked of the house we wanted, with a wide spreading stair, down which we would come in long trailing gowns. And, for a wonder, we really did that very thing.

"I always said that the big hall and staircase, the well of which reached to the third floor, was my masterpiece, because I had a hand in designing it. Several seasons before the plans for the big house were drawn, I had seen on a New York stage just such an entrance and stair, and I carried this image around in my mind. When the architect drew up the plans for our new house, I conveyed to him this picture, and he carried out the details. And, by the way, the architect who designed the place was W. L. Stoddart, the same man who later created the Georgian Terrace Hotel and the Ponce de Leon Apartments.

"All of our rooms looked out on balconies overhanging the great stair, and the effect was majestic. A crystal chandelier hanging in the well, and extending from the third floor ceiling to the first floor, was another treasure. When it was lighted, in all its winking splendor, it gave the effect of myriads of candles, and the place was often known as 'The house of a thousand candles.'

"The furnishings from the third floor to the kitchen were bought in New York and there were hand carved mantels, newel posts, and an imposing hatrack in the hall.

"This work was done by an Italian artist who had stopped over in Atlanta for a short period before going on to Florida to engage in work of a similar nature."

Miss Dougherty also remembered the little outside balconies that were a part of her sister's bedroom and of her own.

"Lucy's room was blue and mine was pink," she commented, "and I can just see Lucy hopping out on her balcony and calling out to someone below, 'Wait a minute.' "

The stables were in the rear of the house, and the Misses Dougherty had their own horses on which they took long rides almost every day.

"We rode side saddle, of course," she continued, "and oftentimes we went as far as the present site of the Georgian Terrace Hotel. Only the most daring would penetrate the woods farther on.

"When the new house was built we rolled back the little bungalow to the rear lot, and it also had an adventure. There was for a long time an old darkey in Atlanta who was considered the prince of landscape gardeners. His name was Hiram O'Neil, and he worked for us several years. He acquired the small house in time and rolled it away over the city to a lot he owned somewhere in the southern part of town."[40]

Mr. Dougherty sold the home on April 2, 1900 to the Colonial Club, a social organization, for $25,000. During the rather brief period of the club's ownership, the house was featured by a spacious barroom and an immaculate bar. The Colonial Club was not a success financially, and, in 1901, the place was sold to Dr. J. R. Hopkins for $24,740. He occupied it for many years before wrecking the house and leasing the site to Goodrich Silvertown. At that time the land was said to be worth $500,000.[41]

The history of the old Connally home, the "Homestead," on Ashby Street facing West End Avenue, has already been cited in this work. One of the few ante-bellum homes left in the city, it was torn down during August and September, 1931, so, according to the family of the late Dr. Connally, "that it may not pass into alien hands." The site remains unimproved.[42]

Another famous old ante-bellum Atlanta home went the way of all things material, when the large red brick Ryan mansion at 226 Whitehall Street was torn down in February, 1931.

John Ryan, a native of Tipperary, Ireland, came to Georgia in 1853 and settled in Augusta. Two years later he came to Atlanta and embarked in the retail dry goods business on Whitehall Street. During that year, 1855, he bought his future homesite, the greater part of an irregularly shaped block bounded by Whitehall, Garnett, Brotherton and Pryor streets, from Mrs. Jane L. Mitchell, of Zebulon, Georgia, widow of Samuel Mitchell, one-time owner of all of land lot No. 77 of the 14th District.

From 1858, when John Ryan built the home, until early 1931, when his surviving children moved to 3380 Peachtree Road, no other family ever occupied the house, though it had some unwelcome temporary tenants during part of 1864. When the War of the 60's broke out John Ryan was in Europe on an extended tour, where he was compelled to remain until the war ended. Mrs. Ryan, née Isabella Gray, of Augusta, remained in the home until she and her children were forced to flee upon the capture of the city by the Federal Army in September, 1864.

Despite the ravages of war the Ryan home escaped exterior damage except for a few traces of rifle shots and minnie balls. The furniture and decorations were disarranged during its occupancy by Federal troops, but practically all belongings were found intact when the owners returned.

The site of the old Ryan home was improved (?) with a used car lot, but two of its distinguishing features, a costly marble mantel and the ornate wrought-iron front gate, bearing the name "JOHN RYAN," adorn the Peachtree Road home.[43]

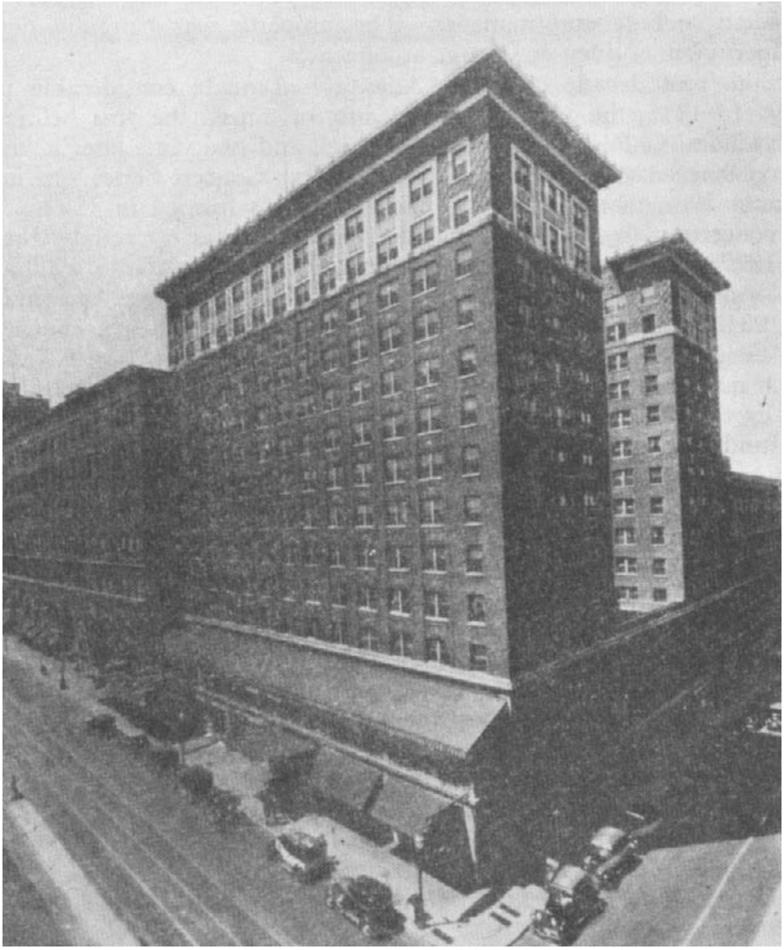
Amidst the disappearing landmarks new construction was taking place too, though the volume did not compare with the 'Twenties or with 1930.

The largest single piece of local construction essayed during 1931 was the new $3,000,000 post office on Forsyth, Hunter and Spring streets near the Terminal Station. The huge building, connected with the rail station by underground tunnels for heavy movements of mail, measures 300 feet on the Spring Street viaduct, 425 on Hunter Street, and 235 on Forsyth. It was designed by Atlanta Architect A. Ten Eyck Brown. Associated with him were Alfredo Barili, Jr., and J. Wharton Humphreys, Robert G. Lose, structural engineer, and Robert Newcombe, mechanical engineer. Construction began in mid-1931 and it was completed and dedicated on December 2, 1933. The new facility reflected Atlanta's rapid growth from 1911, when the old post office at Forsyth, Walton and Fairlie streets was built. By 1931 Atlanta was serving a postal population of 418,600.[44] Indeed, the importance of the city as a communications center was made manifest during the years from 1929 to 1932, during which brief period its three major communications media, mail, telephone and telegraph were housed in new and commodious quarters.

Southern Bell, incidentally, made rapid headway during 1931 with the installation of its new dial telephone system. The Raymond dial office, at Gordon and Holderness streets, replaced a manual office formerly known as West. The new Calhoun dial office was erected in East Point; a Cherokee dial office was placed at Buckhead, and the Hemlock Exchange, at Tenth Street and Crescent Avenue was enlarged to take care of the Vernon dial unit.[45]

It was also during 1931 that two older downtown buildings received face-liftings and new names.

The six-story Metropolitan Building, at Broad, Luckie and Forsyth streets, on the site of an ante-bellum brick mansion begun by Dr. Crawford W. Long and completed by Judge Clark Howell, was built in 1921. From that year until 1930, it housed, on the Broad Street front, the Metropolitan Theater, one of Atlanta's finest motion picture palaces of the 'Twenties. Early in 1931 the building was acquired by the Volunteer State Life Insurance Company, of Chattanooga. The new owners immediately had the building remodeled and modernized under the direction of Architects A. Ten Eyck Brown and Alfredo Barili, Jr. From that time the structure has been known as the Volunteer Building.[46]



(*Courtesy Atlanta Historical Society*)

West side of Peachtree Street looking south from Cain Street, 1931. Henry Grady Hotel, foreground; Davison's background. Compare this with the 1895 view of the same block

As of December 1, 1931, the former Atlanta Trust Company Building, originally Empire Building, built in 1901, became the Citizens & Southern National Bank Building. The remodeling was extensive. In fact little but the steel framework of the old building remained after the job was completed. It was done by the Southern-Ferro Concrete Company, according to plans drawn by the architectural firm of Hentz, Adler & Shutze.[47]

Residential subdivision development, as compared with the booming 'Twenties, had slowed to a walk by 1931. One outstanding development of the year, however, was Lenox Park, located north of Rock Springs Road between Morningside and Druid Hills. It was owned and managed by the Land Lot Three Realty Company, so named for the location of the property, of which B. Mifflin Hood, the brick manufacturer, was president, and Herbert Kaiser, vice-president and general manager. The property was carefully developed under supervision of Ivey & Crook, architects.[48]

For the past decade or more, Atlanta had made considerable progress musically. In 1916, the Atlanta Music Club, organized the year before as the Woman's Choral Club, began its concert series, and two years later a succession of concerts that subsequently became the All-Star Concert Series was initiated. The Atlanta Sympohony Orchestra Association was formed in 1922. A series of civic concerts with solo and orchestral selections was opened by the music club in 1927. This organization later joined with the Atlanta Philharmonic Society, formed in 1930, in sponsoring an annual series of these presentations.[49]

In 1931, Evelyn Jackson, an Atlanta music teacher, then president of the Georgia Federation of Music Clubs, established the MacDowell Festival to honor the noted American composer, Edward MacDowell. This festival was adopted by the entire nation, the proceeds of the performances being used to provide funds for the Peterborough artists' colony founded by MacDowell.[50]

The period was notable also for the improvement of church music throughout the city. Charles A. Sheldon, Jr., organist at the Temple, became known for his traditional Jewish sacred music. Just across the street, at the Peachtree Christian Church, Mrs. Victor B. Clark was the organist and director of the only Protestant antiphonal and chancel choir in the city. Joseph Ragan, organist and choir director at All Saints Episcopal Church, attracted large crowds by his Easter choral celebrations; the choir of St. Luke's Episcopal Church became known especially for the coloratura solos of Minna Hecker; and the Sacred Heart Roman Catholic Church became widely celebrated for its midnight Mass music on Christmas Eve.[51]

Atlanta lost an outstanding citizen and the profession of dentistry a nationally known and leading figure, in the death of Dr. De Los L. Hill on May 7, 1931. At the time of his demise, Dr. Hill was supreme grand master of the *Psi Omega,* national dental fraternity, and president-elect of the American Association of Dental Schools, an organization of all dental schools in the United States and Canada.

Dr. Hill was born in Atlanta in 1874, the son of De Los L. Hill, a native of New York State, who died in 1875. In 1899, Dr. Hill was married in Atlanta to Miss Gussie Parkhurst, daughter of Mr. and Mrs. William F. Parkhurst. Dr. and Mrs. Hill's only child, a son, died in 1914 at the age of 11.

Dr. Hill directed in his will that upon the death of his wife (who survives him), the residue of his estate be used for the advancement of dental education and for the establishment of a "De Los L. Hill, Jr., Memorial Dental Clinic for Children," at the Atlanta-Southern Dental College. Mrs. Hill, however, desiring to see the clinic in operation during her own lifetime, generously contributed $50,000 from her own funds for the immediate establishment of the clinic. Accordingly, on September 25, 1931, Mrs. Hill presented her check to Dr. Sheppard W. Foster, president, Dr. Ralph R. Byrnes, dean, and other officers and trustees of the Atlanta-Southern Dental College.

On October 7, 1937, the Children's Clinic, thus established, moved into new quarters, adjacent to the main clinic in the Dental College building, but physically separate from the main clinic. It was formally dedicated on that day. The establishment of, and the equipment of this new clinic, was made possible through an additional gift of $5,000 from Mrs. Hill's personal funds.[52]

Besides Dr. Hill, a large number of other prominent and useful Atlantans died during 1931. Among them were Arthur Pew, Sr., noted civil engineer, a native of Talbotton, Georgia, and a Cornell graduate of 1876; Captain William J. Speer, veteran Georgia state treasurer, a native of Troup County and a Confederate soldier; Judge John S. Heard, 96, of Heard's Ferry Road, born near the spot on which he died, Confederate soldier, pioneer citizen, farmer and ferryman, the father of 23 children, 13 of whom survived him; Captain Samuel C. Stovall, an employee of the Southern Railway and its predecessors since 1872, oldest conductor on the Charlotte Division, a real estate owner and developer for whom Stovall Boulevard is named; Dr. Samuel White Small, editor, evangelist, lecturer, journalist, soldier and political sage, born in Knoxville, Tennessee, one of a group, including Henry Grady, Joel Chandler Harris and Frank L. Stanton, who made the *Atlanta Constitution* famous; Benjamin I. Simpson, a native of Irwinton, Georgia, southern manager of the Insurance Company of North America; Hoke Smith, militant figure in Georgia politics for half a century, cabinet member, senator and governor, a native of Newton, North Carolina; John Hill, noted southern textile engineer, originally of Columbus, Georgia; Dr. Kenneth G. Matheson, president of the Drexel Institute in Philadelphia, and president of Georgia Tech from 1906 to 1922, a native of Cheraw, South Carolina; Lieutenant J. M. Carroll, veteran Fulton County policeman, born at Adamsville, shot and killed by a Negro he was attempting to arrest; Colonel William M. Camp, native and pioneer Atlantan, a former commander of the Old Guard and for many years superintendent of the southeastern division of the Pullman Company; Dr. Methvin T. Salter, a practicing physician in Atlanta for 45 years, born in Toomsboro, Georgia; James B. Nevin, nationally known editor of the *Atlanta Georgian,* a native of Rome, Georgia, and a Spanish-American War veteran; Wister A. Sharp, senior member of the real estate firm of Sharp & Boylston, a native of Friars Point, Mississippi; James L. Riley, nationally prominent insurance man, originally of Hampton County, South Carolina; Dr. Thomas P. Hinman, eminent dentist and oral surgeon, a dental educator whose motto was "investigation, experiment, verification," a native of Stratford, Canada, but a resident of Atlanta since childhood; Jennings Hulsey, died in Tampa, Florida, Confederate veteran and for 60 years a resident of De Kalb County; Chauncey Smith, former Southern Bell official, a pioneer in the long-distance field, native of Cambridge, Massachusetts, and a graduate of Harvard; Angelo Fugazzi, pioneer wholesale fruit and produce dealer, born in New Orleans; Dr. Elmore C. Thrash, eminent physician, early X-ray advocate and a key figure in the establishment of the State Board of Health; George S. Lowndes, born in Yanceyville, South Carolina, pioneer Atlanta business man, builder of the Lowndes Building, later Candler Annex, on North Pryor Street, and one-time, during part of 1887, principal owner of Coca-Cola; John J. Bookout, prominent jeweler, born in Atlanta during the war year of 1864; Lewis H. Beck, a co-founder of the Beck & Gregg Hardware Company, widely known philanthropist and a turn-of-the-century president of the Chamber of Commerce, born in Griffin, Georgia; David Woodward, founder of the old Woodward

Lumber Company, financier, bank director and philanthropist, a native of Watertown, Connecticut; Dr. James N. Ellis, noted physician and medical educator, originally of Buckingham County, Virginia.[53]

Others were James T. Williams, widely known business man and native Atlantan, a son-in-law of the noted restaurateur, Henry R. Durand; Louis J. Elsas, vice-president of the Fulton Bag & Cotton Mills, noted for his welfare and charitable activities; Robert A. Gordon, born in Griffin, Georgia, prominent in fraternal circles, furniture and house furnishings merchant and a former city alderman; Edward H. Inman, one of Atlanta's best citizens and member of a noted local family, business man, member of the Fulton County commission, former member of city council, a graduate of Princeton and a son of the late Hugh T. Inman; Thomas C. Battle, one of Atlanta's oldest practicing attorneys, Confederate soldier and a native of Griffin, Georgia; Dr. Edward C. Davis, distinguished surgeon, a co-founder, with Dr. L. C. Fischer, of the Davis-Fischer, now Crawford W. Long Hospital, organizer of the "Emory Unit," A.E.F., in World War I, a native of Albany, Georgia; Captain Robert M. Clayton, born in Marion, North Carolina, Confederate soldier, railroad builder, and for many years city engineer of Atlanta; Colonel Walter R. Brown, oldest active attorney in the city in point of years of practice, long known as "the Mark Twain of Georgia," due to a striking resemblance in personal appearance and manner, a leader in the organization of the Atlanta Y.M.C.A., born in Forsyth County and long a resident of Brown's Mill Road, named in his honor; Eugene Oberdorfer, Sr., noted insurance man, came to Atlanta from Jacksonville, Florida, in 1894; the Rev. W. A. Johnson, Baptist minister and wholesale grocer, general manager of the Baptist Orphans' Home in Hapeville, 1910-1912, a native of Fayette County and father of Edwin F. Johnson, Fulton County tax receiver; Dr. David B. Smith, a native of Valdosta and an Atlanta dentist for 43 years; Colonel W. E. Wimpy, lawyer and leader in civic affairs; Dr. Worth E. Yankey, prominent physician, a native of Louisville, Kentucky; John F. McWaters, native Atlantan and the Atlanta & West Point's best-known and oldest locomotive engineer, serving as such from 1867 to 1923, a former member of city council from the Third Ward; Jules D. Jernigan, veteran newspaper man, for 25 years local advertising manager of the *Journal;* Donald M. Bain, pioneer Atlantan, Confederate soldier, insurance man and a founder of the Soldiers' Home and the Burns Club, born in Scotland, Henry W. Davis, vice-president of the First National Bank, one of the most highly regarded bank officials in the city, a native of Camden, South Carolina; Judge Harvey L. Parry, noted Fulton County court reporter and a former De Kalb County lawyer and jurist, born in Rockbridge County, Virginia; W. C. Harper, former president of Atlanta's Union Stockyards and a prominent factor in the livestock business; George B. Hinman, born in London, England, retired construction engineer and for 40 years an active worker for St. Luke's Church, brother of Dr. Thomas P. Hinman, who predeceased him by only a few months; Edgar W. Upon, Jr., prominent young business man and president of the Morris Plan Company of Georgia, a naval veteran of the World War and native of Salem, Massachusetts; George A. Speer, for 20 years president of the LaGrange Banking & Trust Company, of LaGrange, Georgia, and later president of the old Capital City National Bank of Atlanta, born near Hogansville, Georgia; Charles A. Sisson, member of a pioneer family, president and treasurer of the A. K. Hawkes Company, opticians, formerly with the old Maddox-Rucker Banking Company; Peyton L. Graves, general agent Atlanta, Birmingham & Coast Railroad and one of the best-known railroad officials in this section, a native of Montgomery County, Alabama; Lieutenant W. P. Reed, beloved Atlanta policeman from 1893 to 1927, avid sports fan and amateur gardener; David Peel, pioneer grocer, confectioner and real estate man, father of Mrs. Jacques Futrelle, rescued from the *Titanic* when it sank with her husband and several hundred others; Sanford L. Vandivere, a resident of Atlanta since 1890 and a popular passenger conductor on the N. C. & St. L. Railroad for 54 years; William T. Ashford, pioneer Atlanta business man, founder of the Ashford nurseries, Confederate soldier and native of Watkinsville, Georgia, whose long-time home on Peachtree Road is now the Peachtree Golf Club; Guy A. Myers, native Atlantan and general sales manager, Southern Bell Telephone & Telegraph Company and Dr. Charles E. Dowman, born in Quincy, Florida, one of the nation's outstanding brain surgeons, served with the "Emory Unit" in France during the World War.[54]

(1932)

As the year 1932 began, Fulton County found itself nearly tripled in area, with an increased population of 16,633. In the process two adjoining counties, one to the north, the other to the south, lost their separate identities. As part of a state program for "Bigger and Better Counties," Milton County, created in 1857, and Campbell County, created in 1828, were merged with Fulton.

The Campbell County merger was authorized by Legislative Act of August 9, 1929, ratified by Campbell County voters on February 17, 1931, and Fulton County voters on April 22, 1931; the Milton County merger by Act of July 30, 1931, ratified by Milton voters September 22, and by Fulton voters October 14, 1931. Under the Acts and their ratifications both mergers became effective at midnight, January 1, 1932.[55]

A problem was thus created insofar as the Milton County area was concerned, since the most direct route between the original Fulton County and the annexed area led through the Roswell District of Cobb County. The problem was solved in May, 1932, when the Roswell Militia District, including the town of Roswell, was transferred from Cobb County to Fulton County, thus adding five and a quarter square miles and 1,568 in population to the latter. The transfer was made by action of the grand juries, county commissioners and ordinaries of both counties, under provisions of Section 468-471 of the 1910 Code.[56]

The number of Georgia counties was reduced by the mergers from 161 to 159, though the program for "Bigger and Better Counties" stopped dead in its tracks. The number still stands at 159. The additional acreage acquired by Fulton was predominantly rural, some, particularly in Milton County, being excellent cotton-farming land.

It appeared at the time that Campbell and Milton counties and the Roswell District had the best of the merger bargain. Fulton County found itself with three times as much territory in which to provide and maintain roads, bridges and schools, while it acquired only five percent more people and less than a two percent increase in taxable property. Furthermore, the jagged outline of Fulton County, with a length of 62 miles and a width at its widest point of 22½ miles, provides an apparent lack of convenience and congruity, which even the addition of adjoining counties would not cure.[57]

Even so, the intervening years have proven that the merger needs no defense in relation to improvements attained in communication, education, health, accessibility of markets and in other important respects. Indeed, very little of the original area of Fulton County can now be classified as rural. The acquisitions of 1932 insure that in the foreseeable future, at least, Fulton County will be able to boast of good farm land and good farm people—truly an asset to any county. And, it might be said in passing, the expansion included some good towns: Fairburn and Palmetto on the West Point railroad; historic old Roswell, Alpharetta, former county seat of Milton; and ancient Campbellton and Sandtown in old Campbell, hardly more than crossroads now, but two of the oldest settlements in the Atlanta area.

United States Senator William J. Harris had been opposed in the election of 1930 by former Governor John M. Slaton. The latter, an able man and a sterling character, though dead politically since his commutation of Leo M. Frank in 1915, carried only one county, Evans. Harris did not live to complete the term to which he was elected. He died on April 18, 1932. Pending an election, Governor Russell appointed Major John S. Cohen, editor of the *Atlanta Journal,* to the vacant seat.

In the regular election that fall, Russell entered the race for the Senate, being opposed by Charles R. Crisp, dean of the Georgia delegation in Congress, then chairman of the Ways and Means Committee, and in line for the speakership at the next session. Congressman Crisp was a man of great prestige, whose father has been speaker before him. It was thought that he would have an easy victory, but not so. In the spirited campaign which ensued Governor Russell took the aggressive, attacking the Congressman's advocacy of a sales tax and a tax on electricity to be paid by the consumer. Russell won by a large majority, and took his seat as Georgia's junior senator on January 12, 1933. He has filled the office ably ever since.

Meanwhile, six candidates entered the gubernatorial race of 1932 to succeed Richard B. Russell. They were Eugene Talmadge, Abit Nix, Thomas W. Hardwick, John N. Holder, H. B. Edwards, and John I. Kelley. Talmadge, a native of Forsyth, Georgia, and a 1907 law graduate of the University of Georgia, won more than twice as many county unit votes as his five opponents combined. His platform called for a $3 automobile tag, taxing hidden wealth and reducing the *ad valorem* tax, reducing power, telephone and freight rates, and slashing red tape in government. In 1934 he was re-elected in a campaign against Claude Pittman and E. D. Gilliam.[58]

Atlanta's veteran police chief, James L. Beavers, after a stormy but useful career, retired in April, 1932. He was succeeded in office by Detective Lieutenant T. Olin Sturdivant, his friend and ace investigator. Indeed, since his election to the force in 1909, Sturdivant had been assigned to many of the department's most difficult investigations, which he handled promptly and effectively. Among them were the arrest and conviction of Alvin Merritt, a white man accused of criminally assaulting a number of Atlanta women and girls; tracing and causing the arrest of Frank DuPre, previously noted; the rounding up of several notorious safe-blowing gangs, and the arrest of the alleged killers of Bennie Lichtenstein, wealthy "playboy."[59]

By mid-1932 the nation-wide depression presaged by the stock market crash of October, 1929, had become acute indeed and unemployment and distress were rife. On Friday, July 1, the day Franklin D. Roosevelt won the Democratic nomination for president at Chicago, machinery was set in motion in Fulton County to succor destitute families of the unemployed. Said the *Constitution* that day:

"An appropriation of $6000 to provide immediate relief for families whose grocery orders were cut off by curtailment of emergency relief funds was voted by the county commission and two plans for permanent relief were outlined by the commissioners.

"Grocery orders for starving persons who have not drawn rations during the last two weeks will be distributed beginning this morning by a staff under the direction of Kendall Weisiger, who has agreed to act as the representative of the county board. The board approved a contract with Southern Grocery Stores, Inc., to supply the food. Friday's appropriation, based on previous relief work, is expected to last more than a week.

"Commissioner Walter C. Hendrix, accompanied by S. D. Truitt, county agricultural agent, this morning will survey the county with a view of putting into effect one plan of permanent relief proposed Friday. This plan calls for the planting of every available acre of county property and rent-free private property in produce, which will be given to the destitute.

Commissioner Walter B. Stewart's proposal for the commission to provide work at a bare living wage for many of the unemployed was given serious consideration Friday and will be discussed in more detail at a later meeting. Commissioners Stewart, Hendrix and [George F.] Longino were appointed as a committee to confer with city officials early next week in an endeavor to work out a co-ordinated plan of city and county relief.

"Mr. Weisiger was in conference with the commissioners most of the day, and the plight of the hungry unemployed was gone into thoroughly, the commissioners expressing sympathy for the unfortunate beings caught in the pinch of the depression and voicing their desire to do everything possible to prevent suffering.

"Members of the commission said that every effort must be made to prevent unemployed persons of other cities from flocking into Atlanta to enjoy local relief benefits, and that it will be the county's purpose to provide permanent relief for those persons who show a desire to help themselves out of their plight. Strict supervision of relief benefits will be exercised in order to make sure that the relief goes only to worthy cases, it was said.

"Renewed efforts of the commissioners to aid the destitute were put in motion Friday following visits to the courthouse Wednesday and Thursday of hunger marchers who pleaded for food. Commissioner Stewart, addressing the group of 300 which gathered Thursday, urged those who have relatives on the farm to make every effort to return to their homes in the country, and promised free transportation by the county.

"Members of the commission recently heard protests against a proposal for a one-mill increase in the tax rate for charitable relief, but adjourned without taking action, as a majority of the commissioners are known to look with hearty disfavor on any proposal to add to the tax burden of the citizens."

Two weeks later, on the morning of July 12, Fulton County's "self-help plan" went into operation. It was described by the *Constitution* on the 14th:

"Fulton County's 'self-help plan' went into operation Tuesday morning at Egan Park when nearly 100 needy heads of families in that area were given light work on the streets adjoining the municipal airport. In return for this work the county gives each man an order for groceries in addition to his midday meal.

"Another self-help camp will be opened this morning in the Lakewood section, followed by others in the Cook's and Adamsville districts and the Buckhead section, according to an announcement of Walter Stewart, Fulton County commissioner.

"Early Tuesday 93 men, ranging in age from 20 to 50, reported to G. L. McCleskey, a county employee, for work on Virginia Avenue bordering Candler Field. They were furnished with the necessary equipment and put, in the morning and afternoon, to cutting weeds and grass.

"These men almost without exception are heads of families and most of them have children under 12 years of age. For the most part they were workers in factories in and near Hapeville, which have been closed down for a year or more. The men were in good humor, and declared that the county's aid would tide them over until they could return to regular work.

" 'It beats hunting for a job,' one elderly worker said. 'I've been looking for work going on nine months.'

"He added that the factories that had closed down had kept going as long as they could, in one case at a loss, and he had the kindliest feeling for the owners.

"At 11:30 o'clock John Q. Nash, superintendent of the Fulton County Reformatory, who was delegated by the commission to give general supervision to operations in his district, drove up and announced that the force might knock off for lunch.

"So with hoes, shovels and grass hooks on their shoulders the men fell into line and marched like a small army into the woods nearby. There, while they waited for the food to be brought up, Mr. Nash formed them into squads, each with its boss, so that dining operations as well as the regular work on the roads might be systematized.

"Mr. Nash made an informal talk while they waited, in which he stressed the necessity of farm ownership. He asked all those who had lived on the farm to raise their hands. At least half went up.

" 'Anybody could look at me and tell I was a countryman,' Mr. Nash said, 'but I wasn't so sure about you. Some of you boys look like city fellows.'

"He told them not to overdo themselves for the first day or so until they got used to the sun.

"Meanwhile the food arrived, but spoons had been overlooked. Mr. Nash sent to East Point and bought wooden spoons. Then each squad came up and was served. Luncheon consisted of corn bread and biscuit, cabbage and meat.

"After lunch the men returned to work, and late in the afternoon each was given scrip which called for $1.25 worth of plain but substantial groceries available at the county's commissary on Whipple Avenue. The county buys these supplies wholesale and gives the workers the benefit of wholesale cost. Every man is given at least two days' work a week, 10 hours a day.

"It was estimated that there were 576 destitute families in the county. The county's plan is to give these families food in return for work, so that they may not feel that they are mendicants, a policy that was appreciated by the Egan Park workers. Where, however, families are destitute, and the heads are physically incapacitated, scrip will be provided without work in return.

"As Mr. Stewart pointed out, the relief not only keeps people alive by providing their necessities, but it also improves their morale by giving mental relief from their troubles.

"By distributing these relief depots in different sections, the workers are kept near their homes and are spared the expense and extra exertion of going to and returning from their new jobs."

Thus began local efforts to alleviate the relief problem, a problem that was destined to get worse before it got better, and with which the recently nominated, soon-to-be-elected Mr. Roosevelt was to battle so valiantly upon a national basis, beginning in 1933.

Meanwhile, in late July, 1932, Mayor Key launched a movement to secure Federal loans for municipal improvements, notably a modernization of metropolitan Atlanta's sewer system,[60] and on August 16 the State of Georgia let $2,147,000 in road and bridge building contracts as an initial move in unemployment relief.[61] Then, on September 27, a direct relief loan of $315,093 was secured for the city of Atlanta and the county of Fulton from the Reconstruction Finance Corporation, largely through the efforts of Governor Richard B. Russell. Proceeds of the loan, estimated to last through November 30, were carefully doled out through a recently-set-up Central Relief Committee. During 1931 the average number of families receiving relief in Atlanta and Fulton County was 6,383. During the first seven months of 1932 this number had increased to 7,592. It was estimated that the last five months of 1932 would see an increase to 11,454.[62]

The Atlanta Chamber of Commerce, headed during 1932 by Roy LeCraw, put its shoulder to the relief wheel too. During the summer the Chamber launched a "back to the farm" movement. The movement succeeded to a limited extent in spite of serious practical difficulties. People going to the farm had no money with which to buy mules, tools and supplies and they could not be kept there without being supplied with these needs. But there was no difficulty in securing land for these people to cultivate since thousands of Georgia farms were tenantless. The movement was a step in the right direction, however, and pointed the way to the final solution of a large part of the problem of unemployment.[63]

Monday, October 24, 1932, was "Roosevelt Day" in Atlanta. The Governor of New York and presidential nominee of the Democratic party arrived at the new Union Station at 9:30 o'clock Sunday morning the 23rd, accompanied by his son, James, and a large party. Mrs. Roosevelt quit the special train at Kennesaw and took an airplane at Candler Field for New York to keep a speaking engagement. Before arrival in Atlanta and despite the early hour, some 300 persons gathered at the station in Marietta, where Roosevelt spoke briefly to them as the train pulled to a stop.

Fully 25,000 Atlantans massed at the Union Station to pay tribute to the nominee, and roared a tumultuous welcome as Georgia Tech and American Legion bands blared. Police were forced to open an aisle through the human mass in order that the official car bearing Mr. Roosevelt could reach the speakers' stand and microphone. Hugh Howell, chairman of the State Democratic Executive Committee and chairman of the reception committee in charge of arrangements in Atlanta, introduced Mayor Key, who presented Governor Russell, who in turn introduced Roosevelt. Russell and Senator John S. Cohen, incidentally, had accompanied the Governor all the way from St. Louis. After a short talk, enthusiastically received, Roosevelt left for a visit to Warm Springs, but returned to Atlanta about 6:45 Sunday night. He went immediately to the Biltmore, where he rested in preparation for Monday's program.[64]

Monday's parade brought forth nearly a quarter of a million people, the greatest multitude ever assembled below the Mason and Dixon Line. Paralyzing the largest detail of police ever mustered in Atlanta, the crowd which viewed the parade broke through the lines at half a dozen points, surging about the nominee's open car, making it impossible to maintain an announced schedule and forced the calling off of brief ceremonies planned along the line of march. Almost 200,000 Georgians and visitors from neighboring states lined the route of the great parade, believed to be a record for crowds in the south. Indeed, Chief of Police T. O. Sturdivant and Captain Jack Malcolm said it broke records established at the Bobby Jones reception in 1930, the Lindbergh welcome in 1927, and the homecoming of Georgia Tech's national championship football team in 1928. The nominee rode in a car with Governor Russell, Hugh Howell, Mayor Key and James Roosevelt. It was driven by A. L. Belle Isle, president of the Black & White Cab Company. In complimenting Belle Isle, Roosevelt said:

"Mr. Belle Isle is a great driver. I have never seen a more enthusiastic crowd and believe me he sure got through it well. My hat's off to him. If the White House needs a driver and Mr. Belle Isle needs a job, I know he won't feel the heel of depression."[65]

After the parade, Mr. Roosevelt, his party and a group of distinguished figures in the field of Democratic politics, were tendered a luncheon at the Biltmore by Senator John S. Cohen. That night history was made at the auditorium. No one caught the spirit of the occasion better than the *Constitution's* William Key, who wrote:[66]

"Roosevelt has come and gone. The big hulk of the city auditorium once more is enveloped in a hollow silence, and chilly draughts sweep through the vast areas which Monday night throbbed with so much human exultation. It was undoubtedly the biggest moment in the history of the great armory; and perhaps never again will the old hall resound with so much enthusiasm, pulsate with so much hope, or find itself so gaily bedecked.

"Seven thousand Atlantans were packed in the huge auditorium to hear the democratic nominee deliver his address; and several thousand others stood on the sidewalks or in the cobblestone street outside to hang eagerly on to every word that came through the sound amplifiers. Many of those thousands must have stayed away from movies or other entertainments. They seemed to be the type of people who would have gone to the movies had they not been impressed with the importance of the event at the auditorium.

"By 7 o'clock the building was filled. Every seat had been taken in the lower floor and the balconies. Music by the police and firemen's bands flared forth from time to time, and a mighty hum of expectant conversation kept the place in a constant state of vibration until the hour approached when the rally was to begin. Forty-eight huge American flags hung from the steel cross-beams supporting the barn-like roof. Semi-circles of red, white and blue bunting completed the patriotic motif of decoration.

"The stage was a delightful profusion of flowers, contributed by all of the Atlanta florists. The center was decorated with a tall arch of triumph, decorated with flowers, directly under which was the speakers' rostrum, surrounded at the base by more flowers. Six microphones were on the dais to carry out the words of the speakers of the occasion over WSB, WGST and the Dixie network of the Columbia Broadcasting System.

"In the audience, directly in front of the proscenium, was a long table bearing 22 noiseless typewriters and muted telegraph instruments for the corps of newspaper correspondents and telegraph operators, most of whom are traveling with the 'Roosevelt Special' in its swing around the nation. Some of the biggest 'by-lines,' or names of newspaper writers, are seen among those who sit at those tables. One sees Raymond Clapper, of the Washington bureau of the United Press; W. R. Ragsdale, former Atlanta man, now with the political writers of the Washington bureau of the Associated Press; Ulric Bell, chief political writer and head of the Washington office of the Louisville *Courier-Journal;* James Hagerty, of the New York *Herald Tribune;* Walker Bell, of the Cleveland *Plain Dealer;* and almost a dozen more whose names are on hundreds of papers day in and out. The operators are testing out their almost silent wires, and the concerted sound is like that a dozen insects would make against a screen window. The newspapermen, for the most part, are chewing gum. They chew hard, to make up for the prohibition against smoking.

"The crowd is eager to cheer. The band strikes up *East Side, West Side,* Al Smith's old battle song; and the crowd howls. The music suddenly switches to *Dixie,* and if they were making noise a minute ago, they now threaten to raise the roof. . . .

"Hugh Howell steps up to the speakers' stand. He stands in front of the bank of microphones, and, with the big heap of ferns and flowers, you can just see his head. The crowd quiets down, the last bars of *Dixie* die away. Howell doesn't waste any words. He informs the people what they are there for, and introduces Mayor James L. Key. Amid the applause someone yells, 'Let's have some beer!' and there is a mighty reverberation of concurrence. An old, seedy individual in the fourth row, of rustic appearance, jumps up and waves three flags at once, yelling 'Yah-hoo!' Senator Bankhead, of Alabama, speaks a few words, then Howell introduces Senator [Cotton Ed] Smith, of South Carolina, veteran of the senate and hard on the Republicans when he speaks. Senator Smith is a stodgy, bluff man. His mustache droops sardonically over his lips and he speaks with an ironical vehemence. The crowd likes his comeback to the G.O.P. slogan, 'Don't change horses in the middle of a stream.' Smith tells them that the Republicans really mean to plead, 'Don't change engineers in the middle of a wreck.'

"Next is Senator Byrnes, also of South Carolina. Senator Byrnes is a thin, immaculate man, well-groomed. He speaks with incisive deliberateness, and his voice cuts through the vast auditorium like a silver stiletto. Then Governor Blackwood, of South Carolina, bald, stout, with a throaty voice. Then Governor Gardner, of North Carolina, tall, heavy, silver-haired and clear-voiced; Governor Carlton, of Florida, youthful, deep-voiced and pompadoured. Senator George says a few words, slowly, meticulously; and the newly nominated Senator Robert Reynolds, of North Carolina, whose voice sounds much older than the senator looks. Finally, Breckinridge Long, former secretary of state, who is one of those fervid literary speakers to whom metaphores and hyperboles come naturally. . . . Then:

"The band hears that Governor Roosevelt is about to come on the stage. It strikes up *Happy Days Are Here Again,* and the house goes wild. Finally, preceded by alert news photographers, the New York governor walks out onto the stage. His son, James Roosevelt, guides him through the rows of seats on the proscenium, while the 7000 voices shout themselves hoarse in an ovation of more than a minute and a half.

"Someone attending a huge searchlight halfway up in the audience turns the light on the speakers' stand. You can see Roosevelt's eyes then. They are blue-gray. They look just the least tired. He blinks as the powerful lights sweep across his face. The lights are extinguished—momentarily. People are standing in chairs now, cheering for the next president. It is a long period of applause. Then there is an abrupt, unnatural silence.

"It is unusual how that vast audience becomes deathly still so quickly. It is as if the people realize that they are witnessing something extraordinary; as if they sense that this is a moment big with fate. As if they are about to see with their own eyes the creation of a president of the United States.

"Roosevelt begins to speak. Twenty correspondents scan the prepared copies of his address, following every word. They chew their gum harder and begin to write a few paragraphs on the noiseless typewriters. The telegraph operators begin to manipulate their instruments. Twenty-five hundred newspapers throughout the United States know at that exact instant that Franklin D. Roosevelt, in Atlanta, has begun his speech. . . . The time is 9:10. The governor speaks 55 minutes. He speaks with the logic of a man who sees things clearly—a man with a straight vision. He looks that way when he talks. he makes reasonable gestures—seldom with his hand or arm; usually with his head. Also his eyebrows, if the particular moment is a humorous one. He does not go through violent mouthings like some orators, particularly Mussolini. He is of the convincing school of oratory. When he uses a right hand to emphasize a point, it is always with a little circling movement, the index finger extended. Frequently he smiles, or even chuckles during a talk. . . . Behind him his son, James, who looks a great deal like his father, watches him intently. You can sense the great devotion between father and son. . . .

"Then the speech is over. He is escorted to a waiting open touring car outside, through thousands of jammed admirers and supporters. Motorcycle police kick off their motors, set sirens going. The governor's car, followed by his personal bodyguard, moves through town, boys running alongside yelling their heads off. Thence to the Terminal Station, where his seven-Pullman train awaits in the yards. The firemen's band serenades him, and he expresses his thanks. Then he goes aboard, via a special gangplank. The accompanying newspaper men and the rest of the retinue clamber aboard.

"At 10:37 the familiar cry from far up the line of Pullmans, 'All aboard!' The train heads north. Roosevelt has come and gone. But he will be back. He said so."

During August, 1932, while business was at low ebb, the Atlanta Negro Chamber of Commerce was organized. The need for such an organization was seen by Professor J. B. Blayton, C.P.A., of Atlanta University and executive vice-president of the Citizens Trust Company. Calling together a group of business men, he outlined the various services a chamber of commerce might render to the local Negro business community. He expressed the opinion that businesses operated by Negroes must be put upon a scientific and profitable basis and outlined the need for cooperation so that the commercial side of Negro life in Atlanta might be improved and promoted.

As a result a temporary organization was effected, composed of Professor Blayton, W. C. Kelley, manager of an insurance company's branch office; J. T. Carlton, purchasing agent for the Atlanta Colored Merchants' Association; J. T. Flanagan, a public-spirited citizen; F. S. Trice, a grocer; L. D.

Milton, partner, Yates & Milton Drug Stores and vice-president, cashier, Citizens Trust Company, and R. A. Toomer, general auditor, Atlanta Life Insurance Company.

At a later meeting L. P. Dickey, southern representative of the Chamber of Commerce of the United States was invited to aid in the formation of the actual organization. His advice, and that of W. R. Ulrich, executive secretary of the Atlanta Chamber was helpful and beneficial to the new group until it was able to stand alone. Since that time the Negro Chamber of Commerce has proven its worth to the community.[67]

New building construction in the Atlanta of 1932 was sparse indeed, compared to the preceding decade. One notable improvement, however, was the rebuilding and modernization of the original 1901 Peachtree-Whitehall viaduct over the railroad tracks.

The old bridge, with its iron railings and dividers between street and sidewalk, was closed to traffic on June 1. The new bridge was opened with impressive ceremonies on Saturday, July 16. The police band was on hand to furnish music. Mayor Key, members of the Fulton County commission, officials of the Central Marietta Street Association, who presided, and civic leaders and citizens were there to see the opening job well done.

Robert F. Maddox, chairman of the executive committee of the First National Bank, which advanced Fulton County's share of the cost of the project, presided in the absence of James D. Robinson, president of the Marietta association. Among other leaders who participated in the program were Mayor Key, Paul S. Etheridge, chairman of the Fulton County commission; Edward J. Bowles, representing the Whitehall merchants' committee; and John M. Slaton, former governor, who represented his brother-in-law, John W. Grant. The latter advanced the city's half of the $38,000 cost of the bridge without interest as did the First National Bank to the county.

Councilman William M. Rogers, chairman of the bridge committee of council, officially cut the red, white and blue ribbon, and thus gave the signal for use of the bridge. Those present then marched from the northern terminus southward over the viaduct to Hunter Street and dispersed in front of the J. M. High Company. Whitehall and Peachtree merchants displayed signs welcoming the opening. The bridge was designed by C. E. Kauffman, city bridge engineer, and was constructed by the Flagler Company.[68]

Many good citizens and true answered the final summons during 1932. Among them were Daniel W. Rountree, noted lawyer, former legislator and solicitor general of the southern circuit, a native of Quitman, Georgia; Miss Rosa Woodberry, born in Barnwell County, South Carolina, noted woman educator, founder of the Woodberry Hall School for Girls in 1908, and the first woman student to attend the University of Georgia; Justice James K. Hines, of the Supreme Court of Georgia, one of the South's best-known foes of intolerance and a distinguished lawyer, a native of Millen, Georgia; Claude L. Barnwell, well-known member of city council, manager of the Forsyth Building garage and a staunch supporter of the administration of Mayor James L. Key; Dr. William E. Campbell, Sr., prominent and beloved eye, ear, nose and throat specialist, born at Belton, South Carolina, and one-time associate of the late Dr. Abner W. Calhoun; Emile Breitenbucher, lawyer, prominent in fraternal activities, member of an old Atlanta family; Luther L. Marbut, a native of Lithonia and a pioneer merchant and developer of East Atlanta; Leander C. Gentle, livestock dealer, originally of Murray County and Atlanta's champion father—29 children—accidentally killed at the North Avenue railroad crossing; William B. Baker, former president of the Atlantic Ice & Coal Corporation, shot and killed on his Fayette County farm by an ex-convict; Theodore A. Hammond, distinguished lawyer, born in Spalding County, son of the late Congressman Nathaniel J. Hammond; Dr. E. Bates Block, one of the country's foremost neurologists, born in Atlanta, a son of the late Frank E. Block; Paul O. Hebert, born at White Castle Plantation, Louisiana, well known in local social and business life, manager of the American LaFrance and Foamite Industries, Inc., and the Eureka Fire Hose Manufacturing Company; Dan Carey, died in Phoenix, Arizona, former well-known member of the staff of *Constitution* and later general manager in South America of the International News Service and the King Features Service; Stuart P. Stringfellow, assistant freight traffic manager of the Seaboard Air Line Railroad, a native of Petersburg, Virginia; Charles J. Wachendorff, prominent florist, president of Wachendorff Brothers, born in St. Matthews, Kentucky; Dr. Caleb A. Ridley, colorful Baptist minister, originally a North Carolina mountaineer and a graduate of Mercer; Francis Howard Gilbert, promising young Atlanta lawyer, youngest son of Judge and Mrs. S. Price Gilbert; Robin Adair, native Atlantan and vice-president of the Adair Realty & Loan Company; Henry R. Durand, retired capitalist and former owner of the famous old Durand's Restaurant in the old Union Depot, born and reared in Atlanta; William W. Kingston, southern sales agent for the Lorain Steel Company in Atlanta for 42 years and prominent in social and religious life, a native of Germantown, Pennsylvania; Dr. John B. F. Herreshoff, born in Bristol, Rhode Island, chemist, research worker and inventor, whose discovery of the process for the manufacture of sulphuric acid made its use commercially possible; George E. Argard, nationally known Shriner and for 26 years recorder of the Yaarab Temple in Atlanta; William "Silver Bill" Stickney, Atlanta's oldest and most beloved baseball character, former Cracker secretary; Dr. C. J. Vaughan, originally of Roswell, a local physician for 40 years and a former member of city council; Olin C. Fuller, for 59 years deputy clerk and clerk of the local Federal courts, a native of Illinois; James L. Logan, pioneer merchant and real estate man, founder and first president of the Pioneer School Boys of Atlanta in 1906; Alfred Fox, prominent manufacturer, a native of Illinois; Charles T. Nunnally, native Atlantan and chairman of the board of the Nunnally & McCrea Company, work clothing manufacturers; Stephen P. Moncrief, founder of the Moncrief Furnace Company, a native of Gwinnett County; George M. Traylor, born in Henry County, Virginia, and reared in Troup County, Georgia, for many years a leading tobacco manufacturer—Traylor-Spencer Company, of Danville, Virginia.[69]

Others were Dr. George M. Niles, noted specialist in the stomach and its diseases, a native of Marshallville, Georgia; W. S. Featherston, insurance man and noted churchman, the oldest member of Grace Methodist; William A. Manning, born in Boston, Massachusetts, widely-known contractor; James S. Looney, former city manager of Decatur, a native of Winchester, Tennessee; William H. Vincent, comptroller, Atlanta & West Point Railroad, born in Charleston, South Carolina; Judge O. H. B. Bloodworth, of the Georgia Court of Appeals; William M. Huntt, southern manager, the Church & Dwight Company, soda manufacturers, a founder of the Ansley Park Golf Club and a native of Richmond, Virginia; Roff Sims, realtor and for many years a prominent figure in the military life of the State, acclaimed one of the greatest drillmasters in the country; H. Nym Hurt, highway engineer of Fulton County, former city engineer of Atlanta, a nephew of the late Joel Hurt; Eugene T. Luckie, real estate dealer and poet, who wrote under the *non de plume* of John Wingfield Gatewood, a grandson of Alexander F. Luckie, the pioneer citizen for whom Luckie Street was named; M. M. Davies, president of the Foote & Davies Company, an ardent golfer and native of Zebulon, Georgia; Dr. James B. Ficklen, executive secretary of the Georgia Presbyterian synod, and widely known minister; Alexander J. Almand, president of the Lithonia People's Bank and for 50 years a leading citizen of De Kalb County; R. E. Barry, post office inspector in the Atlanta office for 43 years, a native of Alpharetta, Georgia; Dr. Berry H. Mobley, prominent dentist; Beaumont Davison, previously noted, chairman of the board of the Davison-Paxon Company; Platt Young, widely known poet and member of the printing firm of Lyon & Young, a native of Bloomsbury, New Jersey; Jeremiah S. Gilbert, 92, known to thousands as "Uncle Jerry," pioneer citizen and Confederate soldier, son of Dr. William Gilbert and grandson of Charner Humphries, builder and proprietor of the noted old White Hall tavern; Dr. John G. Earnest, 90, pioneer Atlanta physician and surgeon, Confederate veteran and native of Greene County, Tennessee; John D. Simmons, veteran and popular circulation manager of the *Journal;* Dr. George H. Noble, native Atlantan and internationally known surgeon, founder of Noble's Sanitarium; Walter C. Taylor, picturesque figure in local politics and long-time city clerk of Atlanta; John W. Wills, prominent real estate man, a founder, in 1904, of the Ponce de Leon Baptist Church, and a brother-in-law of Governor John G. Pollard, of Virginia; Haines H. Hargrett, attorney and income tax expert, born in Alapaha, Georgia; Harris Wilensky, wholesale leather merchant, born in Russia; Bonnie Rowe, pioneer aviator and dean of southern parachute jumpers, killed while executing a trapeze stunt on the axle of a plane near Dodd Field on Brown's Mill Road; Robert N. Reed, founder of the Reed Oil Company and civic leader, born in Kenton County, Kentucky; Dr. Clarence M. Paine, well-known homeopathic physician and a local resident since 1889; Colonel George M. Napier, attorney general of Georgia, well-known lawyer and a prominent Mason; Dr. W. J. Houston, prominent De Kalb County physician and land owner, member of a pioneer Atlanta family; Eretus Rivers, noted real estate developer—Peachtree Heights Park, a native of Pike County; George W. Brine, vice-president of the Georgia Power Company and a leading figure in the public utilities field, born in Cambridge, Massachusetts; William H. Mitchell, Confederate veteran, a pioneer citizen of the Sandy Springs section; Joseph D. Rhodes, real estate owner and developer and an enthusiastic supporter of Georgia Tech's football teams, born in Atlanta, son of the late A. G. Rhodes; Captain Malcolm G. Waitt, esteemed Southern Railway conductor on the *Birmingham Special,* connected with the road for 56 years prior to his retirement in 1927; Jacob Elsas, founder of the Fulton Bag & Cotton Mills, civic leader and philanthropist; John C. Shannon, a resident since 1871 and a developer of the Capitol View section; Seaborn Crowley, Confederate veteran and a pioneer and leading citizen of Roswell, father of Forrest Crowley, whose murder at the hands of Will Myers created a sensation in 1894; David R. Wilder, retired candy and syrup manufacturer, a native of Dooly County, and Joseph M. "Little Joe" Brown, noted figure in Georgia political and railroad history, former governor, writer and book collector, a son of Georgia's war governor, Joseph E. Brown.[70]

(1933)

With Franklin Roosevelt in the White House and Eugene Talmadge in the State House, things began to move at an accelerated pace in 1933.

The year opened to the dismal theme song of hard times. All governmental bodies took due notice. On January 2 Mayor Key called for economy and for sewer expansion and improvement. Three days later the Fulton County commissioners voted 25 percent salary slashes in several departments as an economy move. On the 13th, as the legislature swung into extended session, Governor Talmadge requested $3 auto tags for drivers of passenger cars. The request was not granted, but the Governor, by executive order cut the fee to $3.[71] Also on January 13 the city finance committee voted a 20 percent slash in basic salaries of municipal employees as an economy measure. On January 24 Atlanta banks refused credit to the city on a proposed $14,000,000 budget, demanding that $1,000,000 be slashed from expenditures. Money was scarce and valuable as 1933 began.[72]

An epidemic of bank holidays was touched off on February 14, when Governor Comstock of Michigan ordered all banks closed for eight days. Other states followed, Georgia on March 6 for three days by proclamation of Governor Talmadge. President Roosevelt had hardly been inaugurated when, also on March 6, he proclaimed a national four-day modified bank holiday and took full command of the nation's currency. The proclamation was designed to stop heavy and unwarranted withdrawals of gold and currency from banking institutions for purposes of hoarding, and to put a brake on continuous and increasing speculative activity abroad in foreign exchange, resulting in severe drains on the nation's stock of gold.[73]

The President's action was lauded by Eugene R. Black, governor of the Atlanta Federal Reserve Bank, who said, "in my opinion, [it] is a fine and constructive measure and will help to bring about normal business conditions."[74]

As the three Atlanta Clearing House banks, the First, Fulton and C. & S., prepared to issue scrip to their customers in lieu of currency, to permit the uninterrupted transaction of business, the *Constitution* editorialized, on March 8:

> "No more convincing example of the ability of the American people to 'take it on the chin' and come up smiling has appeared in the history of the nation than the spirit with which they have accepted the inconveniences resulting from the four-day bank holiday.
>
> "As a people we have greeted this drastic step with cheer and increased confidence.
>
> "For such a manifestation there is, of course, more reasons than merely the sturdiness of spirit and bulldog stick-to-it-iveness we inherit from our forebears.
>
> "Chief among these reasons is the sure faith of the people of the United States in the certain return to normal conditions. They know their country well enough—its latent wealth, its boundless resources and its wide-flung opportunities for prosperity and happiness—to realize that the troubles of the day are only temporary, and that the 'sun will shine tomorrow.'
>
> "Its glow already brightens the horizon."

The holiday for the banks was extended from four days to a week. They were permitted to reopen on Monday, March 13, though all were charged specifically with preventing large withdrawals for hoarding. To carry out this duty, they were authorized under the broad powers given President Roosevelt by Congress, to require a full statement under oath of the purpose to which large withdrawals were to be put. The oath would be required when the banks, "acting in good faith, shall deem that the withdrawal is intended for hoarding."

President Roosevelt had been in office just over a month when he picked an Atlantan for a high government post. The honor fell to L. W. "Chip" Robert, Jr., noted engineer and builder, who, on April 7 was appointed assistant secretary of the treasury, in charge of the public works program.[75]

On Monday morning, July 17, 1933, hundreds of expectant and anxious owners of mortgaged homes waited in front of 58 Marietta Street for the formal opening of the Home Owners Loan Corporation. A moment later the large quarters of the corporation on the ground floor of the Western Union Building was crowded with mortgagors and clerks were taking applications for government loans on their property to replace those held by private lenders. Clerks were busy all day waiting on persons whose homes were threatened with foreclosure. Indeed, Frank A. Holden, Georgia manager of the corporation, could make no estimate of the number who called that day.

Under the Home Loan Act, another valiant and successful effort to fight depression, the corporation was authorized to make loans on homes up to 80 percent if the mortgagee consented to accept long-term bonds, bearing 4 percent for his mortgage. In the event of refusal the government would make a loan up to 40 percent of the value of the property. Provision was also made for loans to take care of taxes on homes, though no home valued at over $20,000 would be considered and no loan greater than $14,000 was contemplated.[76]

Before the depression was licked, many and many an Atlantan was able to keep his home through the efforts of HOLC.

Concurrently with HOLC came another New Deal measure, the National Industrial Recovery Act, known as NRA, passed by Congress on June 13, 1933. It was designed to bring order and uniformity in the matter of wages and hours in industry.

In Atlanta, the Chamber of Commerce, headed during 1933 by Herbert E. Choate, became the focal point, indeed, a clearing house for information relative to the provisions of the Act, though it worked closely with the Atlanta division of the United States Department of Commerce, the government's official representative in the premises.

Without waiting for an invitation from Washington the Atlanta Chamber took upon its shoulders the task of getting ready for action. The tangled problem of codes was first to come up. For weeks Secretary Ulrich and his staff were kept busy conferring with worried business men and business groups who wanted to know what a code should contain. There was little information from Washington, but every effort was made to gather and assemble it as it emerged from the National Recovery Administration, then headed by General Hugh S. Johnson.

In the period between the passage of the Act and August 1, the Chamber of Commerce held interviews or furnished information to more than 1,500 individuals and groups. Indeed, as the date of the Act's going into effect approached, the Chamber was the scene of meetings of various bodies, morning, afternoon and night.

Then came the "blanket agreement" under which all employers could work until the codes of the various national trade groups could be formulated and accepted by the President. Several days before the distribution, through the post office, of these "blanket agreements," the Chamber through George West, temporary chairman, called an afternoon meeting of the committee and others interested to discuss action. It was largely attended. Mayor Key spoke of the absolute necessity of cheerfully acquiescing in the President's call for whole-hearted cooperation and pledged his personal and official efforts. A real echo of World War days was heard in the address by Harrison Jones. It was agreed that an executive committee be formed at once, to proceed with organization and wage a campaign for 100 percent "signing up" by Atlanta employers.

After careful deliberation and several conferences, Chamber President Choate announced the personnel of the President's Emergency Campaign of Atlanta. It was composed as follows:

General Chairman, Robert F. Maddox.
Associate Chairmen, Robert Ramspeck, Robert Strickland, Robert B. Troutman, George W. West, Robert W. Woodruff.
Executive Committee, J. P. Allen, Arthur S. Bird, James L. Wells, Frank Neely, Lee Ashcraft, C. F. Palmer, Louis H. Moss, George T. Marchmont, Robert W. Woodruff, Simon S. Selig, Ivan Allen, Thomas H. Daniel, Sr., L. F. Gordon, Harrison Jones, T. C. Law, John E. Smith, Scott W. Allen, Mrs. Max E. Land, Major John S. Cohen, Clark Howell, Sr., Herbert Porter.
Finance Committee, Simon S. Selig, chairman; Julian V. Boehm, Clarence Haverty, Fred A. Hoyt, Robert F. Maddox.
Speakers' Committee, Rev. H. L. Turner, Arch Avery, Dr. T. J. Cauley, Robert Ramspeck.
Operating Committee, Ivan Allen, Scott W. Allen, Thomas H. Daniel, Sr., S. C. Dobbs, Jr., L. F. Gordon, W. D. Hoffman, Harrison Jones, W. D. Langley, T. C. Law, Paul W. Miller, Thomas W. Moore, Duncan G. Peek, J. Rhodes Perdue, R. S. Pringle, Simon S. Selig, John E. Smith, Rev. H. L. Turner, Mrs. E. K. Van Winkle, Jr., Mrs. Harold N. Cooledge, George J. Yundt.
Ex-Officio Members, Mayor James L. Key, George F. Longino, Herbert E. Choate.[77]

By September 1 General Chairman Robert F. Maddox was able to report that the results achieved in the emergency re-employment campaign in Atlanta showed the movement to be a success. He said:

"Through the intensive block canvass we have brought 532 employers under the Blue Eagle, and accumulated figures on re-employment and increase in payrolls from more than 500 Atlanta business establishments. . . . These firms, employing nearly 50,000 persons, have added approximately 6,000 workers to their monthly payrolls and increased wages and salaries more than $400,000. This added purchasing power is bound to have a stimulating effect upon business in this city. As a matter of fact, it already is being reflected upon trade in general and the attitude of the people, but its full force will not be felt until after sufficient time has elapsed for the money to flow freely in trade channels.

"A few months ago confidence was a forgotten word, and hoarding appeared the only haven of happiness for some people. Now, this has been changed. Confidence has been restored and instead of hoarding, people are now taking advantage of low prices by buying the bargains which are offered in all classes of merchandise.

"For more than thirty years I have had more or less an active part in every campaign in Atlanta. The block canvass just completed by the army of young men mobilized by the Junior Chamber of Commerce was, in my opinion, as carefully planned and as efficiently carried out, as any that has come under my observation. . . .

"While it is reasonable to expect that it will yet take some time to emerge entirely from the depth of the depression, there is every reason to believe that we are now definitely upon the road to recovery and that under the able leadership of our President we can, with confidence, look forward to better business and happier days."[78]

On Wednesday, October 4, a month after Mr. Maddox' sanguine report, Atlanta staged her greatest peacetime demonstration of patriotism. The occasion was the National Recovery Administration parade, officially recognized by the NRA committee and virtually all the civic bodies. It was shared in by the national, state, city and county governments. Governor Talmadge rode at its head. Its marchers embraced military and civilian, teacher and child, worker and unemployed. Bands played and flags fluttered, and over all floated the insignia of the Blue Eagle. Commented the *City Builder:*[79]

"Not even in the great parade which marked the spontaneous demonstration of happiness on the first Armistice Day had so many marchers been in line. Not even that great outpouring of the public so filled the sidewalks and windows of the streets. From Baker Street to the City Hall the mass was unbroken.

"It was estimated that fully 50,000 persons were in the parade, the vast majority on foot. Fully twice that number cheered the marchers as they passed.

"Organized and sponsored several weeks in advance by the *Atlanta Georgian,* the great demonstration for the Blue Eagle was given the hearty endorsement and support of the *Atlanta Constitution* and the *Atlanta Journal,* and the three great newspapers were represented by groups of their executives, marching under a banner declaring their united support of the NRA.

"Pupils of the city schools required almost an hour to pass. Mayor Key in person headed the municipal division. Organized labor was headed by Charles Gramling.

"Near the rear of the parade were beautiful floats entered by business houses. The committee, swamped by the entries, had found it necessary to limit each firm to one float.

"Carefully as the plans had been made, optimistic as was the committee, the number entering the parade exceeded all expectations. It was necessary to order out twice the number of policemen originally detailed.

"It was Atlanta's demonstration of civic patriotism and support of NRA—and a most magnificent demonstration it was."

The NRA was voided by the Supreme Court on May 27, 1935, but in the depths of the depression it played a significant part in marking the path from out of the valley.

Atlanta has scored many progressive "firsts" under the shining sun of prosperity. She has also scored "firsts" under the thunderheads of adversity. A case in latter point was Techwood Homes, not only Atlanta's first public housing project, but the first such project in the United States.[80]

The National Industrial Recovery Act of June 13, 1933, provided, among other things, funds to make work by clearing slums. The local possibilities of this phase of the Act were not lost upon Charles F. Palmer, a forward-looking citizen and president of Palmer, Inc. The city was well endowed with slum areas, some of which were creeping closer to office building and commercial properties owned or controlled by Mr. Palmer. He decided that it would simply be good business to rid the valuable properties of this threat to their values by using the NIRA. The original approach to the problem was through limited dividend corporations to which Uncle Sam agreed in October, 1933, to lend 85 percent of the costs, the remainder to be supplied locally.[81]

Attention was first directed to the low area along Techwood Drive, between Williams Street on the east, Lovejoy Street on the west, North Avenue on the north and Mills Street on the south, known as the "Tech Flats" or "Tanyard Bottom." In announcing the project on Saturday, October 14, the *Constitution* said:

"A $4,000,000 project which will rebuild the unsightly district known as Tech Flats into one of the most beautiful and modern up-to-date residential sections of the city was definitely assured Friday night when it was authoritatively learned in Washington that the national public works board had approved a $4,000,000 loan to an Atlanta corporation for this purpose.

"The approval of the government for the loan was given Friday afternoon to C. F. Palmer, Atlanta capitalist, who is acting as chairman of the board of directors of the limited dividend corporation which will build the new section.

"From Georgia Tech at North Avenue for approximately 10 blocks toward the business district, along Techwood Drive, present buildings will be razed to make way for the new project.

"New modern low-rental apartments, containing more than 600 complete family housing units, will be constructed by the corporation within the next year. Work, which is expected to employ more than 1000 men for a 12-month period, will be started immediately after final plans are completed, it was said.

"Thomas T. Flagler, head of the Flagler Construction Company, and Mr. Palmer left Washington Friday afternoon for Atlanta. Conferences with Flippen D. Burge and Preston S. Stevens, of Burge & Stevens, architects, will be held today.

"The new residential center will be constructed in accordance with the most advanced ideas of low-rental property, special attention being given to light, air and ventilation.

"Tech Flats, long an eyesore to property owners, will greatly advance in value because of the project. Dr. M. L. Brittain, president of Georgia Tech, said the new section would increase the value of Tech property, which lies directly north of the proposed enterprise. . . ."

Upon his return to Atlanta, Mr. Palmer explained that not one but two projects were contemplated. The other, slated for the Atlanta University section, was to be a comparable development for Negro families. Cost of the development was outlined as follows:

"The cost will be borne partly through a local plan of secondary financing, to be handled by Courts & Company on a non-profit basis. The local financing constitutes 15 percent of the total cost. The government loan on the white development, Techwood, Incorporated, is $2,375,000, and the secondary financing amounts to $375,000. The government loan on the Atlanta University development for negroes amounts to $1,060,500, and the secondary loan is $187,500."[82]

Assistant Treasury Secretary L. W. "Chip" Robert, Jr., in discussing the projects, said that he considered the allotment for the work "one of the most constructive things done for my home city in the last decade." He also said: "I want to congratulate everyone who has taken a part in bringing about this development, and particularly Mr. Palmer, who had the vision and foresight to bring it to a favorable conclusion."[83]

As to all great projects tending to change or affect the old order, objections, both logical and completely illogical, arose. Atlanta apartment house owners protested vigorously and pointed out that local apartments were already in the red, with a 25 percent vacancy, and the 600 new units would be ruinous; also that it was unfair competition to erect apartments where not needed, with government money while competing with private capital.[84] An excited woman called on Herbert Porter, publisher of the *Georgian* and a member of the projects' advisory board, demanding that he resign immediately. "Didn't he know," she asked, "that the projects were designed with machine gun emplacements on the roofs to put down the impending revolution?"[85]

Despite objections and artificial road blocks, everything seemed all set by January, 1934, to get the projects started. Then bombs began to burst in Washington. The Comptroller General ruled that many acts already done must be undone, and that his office would pass on every option and every title. He set up so much circumlocution that all work stopped. To make a long story short, the limited dividend corporations were turned over to the Federal Emergency Housing Corporation in March, 1934, and the local fathers of the project continued to serve in an advisory capacity.[86]

The Public Works Administration allotted $2,700,000 for the Techwood project. The J. A. Jones Construction Company, Charlotte, North Carolina, was low bidder, at $2,096,000. Burge & Stevens, of Atlanta, were retained as architects and T. T. Flagler as project manager.[87]

Work went forward. Hundreds of shanties and sub-standard dwellings were cleared away. Finally, on November 29, 1935, President Roosevelt spoke on the occasion of the Techwood dedication ceremonies at Grant Field. Millions over the radio and 50,000 in person, listened as he said:

"Within sight of you today stands a tribute to useful work under government supervision—the first slum clearance and low-rent housing project. Here, at the request of the citizens of Atlanta, we have cleared out nine square blocks of antiquated, squalid dwellings for years a detriment to this community. Today these hopeless dwellings are gone and in their places we see the bright, cheerful buildings of the Techwood Housing Project. Within a very short time people who never before could get a decent roof over their heads will live here in reasonable comfort and healthful, worthwhile surroundings.[88] Others will find similar homes in Atlanta's second slum clearance, the University Project."[89]

University Homes for Negroes was completed about the same time as Techwood. It replaced a noisome slum, including the notorious "Beaver Slide," and occupies an area bounded on the north by Parsons Street; south, by Greensferry Avenue; east, by Dora, Maher and Elm streets, and west, by Lawshe Street. During the Reconstruction era of the late 1860's and early 1870's, practically the entire tract upon which this housing project stands was occupied by the home and grounds of pioneer Atlantan, Lewis Lawshe. The home itself stood near the northeast corner of Greensferry Avenue and Roach Street.[90]

As plans were being formulated in 1933 for Atlanta's first public housing project, one of the few remaining fine ante-bellum homes in the city was torn down—that of Judge John Collier at 325, originally 47, Nelson Street, just west of the railroad tracks and facing the Southern Railway Building.

Judge Collier purchased the property in the fall of 1846, and, after erecting a log house on the site, moved in with his family on January 16, 1847. During the next ten years he prospered from his law practice and, in 1858, he replaced the log house with a great square, two-and-one-half-story home of stone blocks, embellished with a mansard roof. The front of the house, for more than half its width, was distinguished by a first- and a second-story veranda. Three huge brick columns, covered with stucco, supported the pediment.

Judge Collier occupied the house continuously until his death in 1892; his widow until her demise in 1901, and members of the family until 1908. By this time the neighborhood was mostly commercial and Negro residential. The staunch old home continued to stand upon its hilltop site, now vacant, now occupied by tenants who cared nothing for the quality of its construction or its historical associations. Finally, the yards and grounds became a repository for junked automobiles. Then the wreckers came and the one-time pride of a fine residential section disappeared amidst the flotsam and jetsam of a new era.[91]

Tragedy struck Atlanta's fire department on Sunday night, February 27, 1933, when Chief John Terrell was fatally injured in a collision at Mitchell Street and Central Avenue while answering an alarm, which proved to be false.

The Chief's car, driven by Fireman H. A. Ewing, who was uninjured, was proceeding east on Mitchell Street, with siren screaming, when it was struck broadside from the left by an auto loaded with Negroes. Terrell was thrown to the street and received head injuries from which he died during the early morning hours of the 28th.

He was known as one of the most courageous firemen ever to serve the city. Born at Ball Ground, Georgia, in 1869, he attended school there, becoming, in very early manhood, a schoolmaster. In his early twenties he came to Atlanta and in 1891 joined the fire department. By 1929 he had risen to the rank of captain, and when Chief Cody died that year, was elected his successor.[92]

On March 6, 1933, First Assistant Chief William Butler was unanimously elected by Council to succeed Chief Terrell.[93] A week later, on March 13, Butler resigned and asked the board of firemasters to demote him to his old job, saying he was not physically able to continue as chief. The board complied, and, on March 20 elected Assistant Chief Otho J. Parker head of the department.[94]

Chief Parker had barely settled down at headquarters on Alabama Street, when, on April 22, the city experienced its first three-alarm fire since the burning of the Doctor's Building in April, 1930.

About 6 P.M., on Saturday evening the night watchman at the Atlanta Milling Company, on South Butler Street, next door to the Fulton County Jail, discovered a fire on the top floor of the company's six-story warehouse. By the time the first units of the fire department arrived, the building was a roaring furnace, fanned by a brisk wind. Under Chief Parker's direction tons of water were poured on the warehouse and on the walls of the adjoining jail, which incidentally, did not catch. The flames were visible for miles and thousands of specators were attracted to the scene, many of whom secured grandstand seats atop box cars in the neghboring Georgia Railroad yards.

The firemen were seriously hampered in their efforts by worn-out and rotten hose, the heavy water pressure bursting numerous links. Indeed, among spectators drenched by these impromptu geysers was Councilman G. Dan Bridges, chairman of the police committee. Councilman Raymond Curtis, chairman of the board of firemasters admitted that the city had a serious shortage of hose because it had been saving on such purchases, and said further that the milling company fire demonstrated "how utterly foolish a policy we have been following." At the height of the fire the department was able to borrow 1000 feet of hose kept in stock by the Goodrich Tire & Rubber Company. As the result of heroic effort upon the part of Chief Parker and his men, the fire was confined to the plant of the Atlanta Milling Company, though squads of county policemen and deputy sheriffs were called to Fulton Tower and held in readiness to combat threatened riots of prisoners or to move the 400 prisoners if the fire spread to the jail.[95]

One casualty of the fire was noted next day by the *Constitution,* which said:

> "The best-known whistle in the city of Atlanta is silenced forever. It was located at the Atlanta Milling Company on Butler Street, and since 1898 has notified Atlantans of big fires, democratic presidential victories and all other great events. It blew for President Wilson and not so long ago it blew for President Roosevelt.
>
> "For years upon years the old whistle, which could be heard for miles, summoned Atlantans to witness some great conflagration or to help battle a fire. But Saturday night the whistle was silent, for no one could reach it through the flames to pull the cord."

Hard times invariably breed desperation and desperation in turn often finds expression in spectacular crime. So it happened that on the hot summer morning of July 6, 1933, John K. Ottley, president of the First National Bank, was boldly kidnapped for ransom, the first crime of its type ever actually consummated in the annals of the city.

As Mr. Ottley drove from the driveway of his estate "Joyeuse," at 3415 Peachtree Road about 8 o'clock in the morning, he was accosted by a young man with black wavy hair who indicated a desire for a ride to town. Having previously seen the young man in the vicinity of his home, Ottley stopped to pick him up. As he did a pistol was thrust into his side with a command to get into the back seat and keep still. The banker complied. Another young man, a youth of 17, named Pryor Bowen, heretofore concealed, took the wheel.

The car was driven north on Peachtree Road, through Brookhaven, Chamblee, Doraville, Norcross, Duluth and Suwanee. At the latter point Bowen was ordered by the black-haired man, addressed simply as "Grover," to turn left. After a drive of several miles over dirt roads the car was stopped; Mr. Ottley was blindfolded, and the trio walked to a lonely spot on the bank of the Chattahoochee River. "Grover" then announced that he would go back to Atlanta, deliver the ransom note and collect $40,000, the amount demanded for the victim's release. Mr. Ottley was told to sit on a log. Bowen was stationed behind him with a blackjack and with orders to strike should the banker make any overt move.

It had been evident from the start that Bowen, son of a Lavonia, Georgia farmer, did not have his heart in the escapade. Mr. Ottley had noticed this and bided his time. After he was sure "Grover" had gone, Bowen removed the tape from Mr. Ottley's eyes and untied the cord that bound his legs. The two then began to walk to Suwanee. Soon they met two neighborhood residents, one of whom fetched a small truck in which all rode to Suwanee where Mr. Ottley called his home and the bank to report that he was safe.

Meanwhile "Grover" delivered a ransom note addressed to Mrs. Ottley, then at Tallulah Falls, to the Negro caretaker at "Joyeuse." Written on a square piece of letter paper in pencilled capital letters, with a dash between each word, it read:

"Your husband has been kidnapped. We are holding him for $40,000. If you notify the authorities, the police, the newspapers or anyone else, he will be killed. Instructions later. Get the money immediately—today if possible. Do you want your money or your husband? The money in $5, $10, $20, $50 bills. Which shall it be? If anyone asks about him say he was called out of the city for a few days. When I contact with you I will be known as E.M."

After delivery of the note, which was promptly relayed to police, "Grover" disappeared. Bowen was placed in custody at Suwanee, though Mr. Ottley said he would not press charges against him because of the kindness with which the boy had treated him, but would, of course, have to let the law take its course. An intensive manhunt for "Grover" was immediately launched.

The search finally led to San Antonio, Texas, where "Grover," who turned out to be an ex-convict named William Randolph Delensky, was captured on August 5. He was returned to Atlanta by air and after arrival made a full confession, absolving Bowen of active participation. On September 13, Delensky was found guilty of kidnapping for ransom, robbery and carrying a concealed weapon. He was sentenced by Judge John D. Humphries to serve 21 to 28 years in prison, but was finally released in 1949. A couple of days later Bowen was given one year on the chain gang for his part in the abduction. The case was unique in Atlanta's history. Mr. Ottley was shaken, but not permanently injured as a result of the experience. All he lost was the ten dollar bill he had on his person at the time and his glasses.[96]

A new and very young golf champion was crowned in Atlanta on September 30, 1933, when thirteen-year old Dorothy Kirby, daughter of Mr. and Mrs. W. J. Kirby, defeated Margaret Maddox at East Lake, 2 up, for the State Women's Championship.

Young Miss Kirby developed a liking for golf on a Tom Thumb course, a popular diversion of the early 30's. Not long afterward, on a Collier Road driving range, she attracted the attention of Howard Beckett, Capital City Club professional, who took her under his wing.[97]

Four years later, at 17, Dorothy won the Women's Southern, also at East Lake, by defeating Mrs. Estelle Lawson Page, who went on to win the National that same year (1937), at Memphis. In 1948, Miss Kirby competed in Great Britain with the Curtis Cup Team. The same year, to add to her stature as a top performer and frequent winner for several years in national competition, she was runner-up to Louise Suggs in all four events when the latter won the United States Women's National, the Women's Southern, the Women's Western Open, and the Doherty Challenge Cup Tournament at Miami.

Louise Suggs, incidentally, is another Atlanta product. She is the daughter of a great southpaw pitcher, Johnny Suggs, on the staff of the Atlanta Crackers when the "Boy Wonder Team" of 1919, cleaned up in the Southern League. The granddaughter of Rell J. Spiller, she was born the night in 1923 the ball park burned. Miss Suggs played her first golf at the nearby Lithia Springs course which was owned by her grandfather.

Her first important victories were the 1940 Georgia State Women's tournament; the Women's Southern in 1941; the Women's North-South, and Women's Titleholders in 1942. Three years later she gained national prominence in the Western Open and Western Amateur; later she paired with Ben Hogan to win the Pro-Ladies event in the Chicago Victory Open. In 1946 and 1947 she won the Western Open and Western Amateur Championships, and during the latter year she added the Women's National and Women's Southern titles to complete a "grand slam," the first competitor to win all four titles in one year. The next year, as a top member of the victorious United States Curtis Cup Team, Miss Suggs won the British Women's Championship at St. Anne's Club. Upon her return home, Atlanta extended the brilliant young golfer a generous welcome. Indeed, Louise Suggs had attained the top spot in American feminine golf.[98]

Since 1920 Atlanta, along with the rest of the country, had been legally dry, though the period from that year to 1933 has been characterized as the "speak-easy" or "bootleg" era. The two leading political parties, in their 1932 nominating conventions, declared themselves in favor of repeal of the Prohibition Amendment. In 1933 it was repealed.

Friday, May 19, 1933, was a great day in Atlanta for beer lovers. An ordinance, the authors of which were Alderman James E. Bowden and Councilmen William T. Knight and C. W. Childs, all of the Fifth Ward, allowing the sale of 3.2 beer, was passed and signed by Mayor Key that day. Before nightfall 49 local establishments had been licensed to sell the beverage, thus enriching the city by $1125. All of the licensees reported a brisk business that evening.[99] Commented the *Constitution* on the 20th:

"For the first time since the familiar old signs were torn down ruthlessly back in 1916, real beer of the honest-to-goodness thirst-satisfying variety passed freely and openly Friday over Atlanta counters under the licensing of the beverage by city council, and its taxation by the Federal government.

"Many dealers already were prepared for the business with large stocks and federal tax stamps and began selling the brew as soon as their city licenses were issued. A few 'jumped the gun' and were said to be selling during the time council debated the ordinance, but without molestation in spite of their large window signs advertising '3.2 beer.' . . .

" 'We can't even get it cold,' said one harassed 3.2 server. 'They drink it up almost as fast as we put it on ice.'

"Some dealers said that they have ordered the beer, but have not placed it on sale yet. Ice wagons were reported to be doing a rushing business in the downtown section, as the beer demand mounted and supplies of ice ran short in some cafes and stores.

"One downtown dealer had a small sign in the window advertising the fact that 'happy days are here.' Several others announced the sale of beer with window signs saying, 'Here it is—3.2 beer,' bottles being displayed in the windows. Cautious storekeepers said that 'we will stock it after it has been tested out—we don't want to furnish a test case.' . . ."

A number of well-known and useful citizens of the Atlanta area were called to rest during 1933. Among them were William L. (Young) Stribling, a contender for the heavyweight boxing championship, who made his boxing debut in Atlanta in 1921, died of injuries sustained when his motorcycle was struck by an automobile near Macon, his home; Henry M. Patton, veteran Seaboard conductor, a former Bowersville, Georgia, school teacher and a 1932 candidate for sheriff of Fulton County; Marion M. Jackson, native Atlantan, member of a noted family, widely known lawyer and reform crusader, a graduate of Phillips Exeter Academy, Harvard and the University of Georgia; R. H. Dobbs, Sr., president of the Industrial Life & Health Insurance Company and a nationally known figure in the industrial insurance business, a native of Cherokee County; Dan C. Lyle, a native of East Point and a prominent real estate developer; Lowry Arnold, brilliant and noted attorney, president of the Southern Golf Association, born in Atlanta and long-time partner of his older brother, Reuben R. Arnold; Aquilla J. Orme, native and prominent Atlantan, lawyer, former president of the Atlanta Trust Company, a three-term member of city council and real estate developer; Ingalls Kimball, insurance man, died at Mount McGregor, New York, only son of the late H. I. Kimball, of Atlanta; Bolling H. Jones, chairman of the board of directors of the Fulton National Bank, former Atlanta postmaster and for many years a leading figure in the business, civic and political life of the city, a native of Campbell County, Virginia, and brother of the late Samuel D. Jones; Dr. James D. Cromer, prominent physician and chief of staff of the Home for Incurables, a native of Newberry County, South Carolina; Dr. Lucian L. Knight, historian-emeritus of Georgia and one of the state's most widely known literary personages, born in Atlanta in 1868; Major-General Edward L. King, commander of the Fourth Army Corps Area and a distinguished soldier, born in Massachusetts and a noted football player at West Point, fatally stricken at Fort McPherson while on horseback and engaged in the posts's annual holiday drag-hunt.[100]

Others were Colonel Peyton H. Snook, 93, born in Martinsburg, Virginia, and a resident of Atlanta for nearly 70 years, Confederate soldier and pioneer local furniture dealer, father of the noted actress known to the stage as Gladys Hanson; Walter O. Foote, chairman of the board of the Foote & Davis Company, civic leader and former president of the Chamber of Commerce, a native of Madison, Georgia; Colonel Edward T. Brown, born in Gainesville, Georgia, former prominent Atlanta attorney and developer of the Endless Caverns near New Market, Virginia; Charles Deckner, 89, last member of the Grand Army of the Republic in Atlanta, born in Wisconsin and a pioneer resident of the Capitol View section, Deckner Street having been named for the family; Dr. Robert B. Adair, widely known dentist and prominent in the field of dental research, a native of Jackson County; Haralson Bleckley, noted architect who originated and sponsored the Bleckley plaza plan which proposed a series of public parks covering the railroad tracks in downtown Atlanta, born in Atlanta, a son of the late Judge Logan E. Bleckley; Albert Howell, eminent lawyer and brother of Clark Howell, Sr., a former president of the Atlanta Bar Association and a lover of fine literature, particularly the works of Kipling and Dickens; John Morris, Sr., pioneer merchant, former head of the old Keely Company, a native of County Kerry, Ireland; William H. Oldknow, born in Oldham, England, a staunch Tech supporter and a pioneer in the motion picture business in the South; Marion C. Kiser, Sr., president of the M. C. Kiser Realty Company and a founder of the Atlanta Real Estate Board, born in Marietta, Georgia; Asa M. Dodd, beloved veteran member of the police department, originally of Clayton County; Dan Perkerson, 82, born and died in the old Perkerson homestead in Blackhall District, south of Atlanta, a son of pioneer settler Thomas Jefferson Perkerson; Herman Benjamin, widely known druggist, a native of Germany and a classmate of Woodrow Wilson at the University of Virginia; Judge Samuel Lee Adams, prominent in political and fraternal life, a resident of the Bolton community for 50 years, which he long served as a justice of the peace; Edwin M. Cooledge, vice-president and treasurer of F. J. Cooledge & Sons, paint and glass manufacturers and dealers; John S. Owens, retired real estate developer and a former vice-president of the old Central Bank & Trust Corporation; Captain Marshall J. Wright, retired head of the identification bureau of the Atlanta police department; Ebenezer T. Williams, former solicitor-general of the Atlanta Circuit and a nationally known orator, born in Appling, Georgia; Frederick H. "Cousin Fred" Houser, civic booster and for 20 years secretary of the Atlanta Convention and Tourist Bureau, a native of Savannah; Dr. Charles E. Waits originally of Rockmart, Georgia, a prominent thyroid specialist; the Rev. Franklin A. Ragsdale, a Methodist preacher for 55 years and member of a pioneer Lithonia District family; J. Caleb Clark, well-known attorney, born in Camden, South Carolina; Harvey G. Randall, a founder of the firm of Randall Brothers and a partner in the Creech Coal Company in Kentucky; Dr. Samuel W. McCallie, State Geologist of Georgia for 25 years and a widely known writer on scientific subjects, born in Knoxville, Tennessee; General Clifford L. Anderson, noted lawyer, formerly active in the affairs of the Georgia National Guard, one-time Fulton County commissioner, a founder of the Trust Company of Georgia and a native of Macon; Henry W. Miller, vice-president of the Southern Railway in charge of operations and a former Atlantan; George P. Howard, civic leader and builder, a pioneer resident of the Edgewood section and a son-in-law of the noted Alfred H. Colquitt,[101] and T. Fernando Hicks, died in Asheville, North Carolina, one of the most colorful and skillful locomotive engineers ever to run on the Southern between Atlanta and Chattanooga, a half-brother of the late Tull C. Waters, lawyer, Fulton County commissioner and himself a noted engineer on the same run and same train, the *Royal Palm*.[102]

(1934)

Atlantans sent 1933 into limbo with a noisy, happy welcome to 1934. Said the *Constitution* on Monday morning, January 1:

"Whistles blew, bells rang and horns kept up a swelling clamor throughout the city Sunday night and early Monday morning as Atlantans kicked Old Man 1933 out of the picture and welcomed with open arms the Infant 1934.

"Cheer and good-fellowship was much in evidence in the downtown sections where Atlantans in cars and Atlantans on foot joined in the celebration of the New Year. Watch parties were formed in hundreds of homes and churches and programs of prayer and thanksgiving were carried out in an effort to convince the Infant 1934 that he is very welcome indeed.

"It was a joyous occasion. With signs of a new prosperity evident everywhere, Atlantans almost went wild in showing 1933 the door, for with him he carried the last vestiges of the depression.

"The Infant 1934 entered to the sounds of happiness and optimism and though he declined to give out an interview to a *Constitution* reporter, who was there to meet him, he did say that he expected his regime on earth to be one of the very best in history. Clad in scanty clothing, he seemed mildly disappointed to see the rain and fog which accompanied his arrival, but which failed to dampen the welcome Atlanta accorded him.

"After his official arrival, many Atlantans went to theaters to complete the night of celebration. The Fox, Lowe's Grand, the Paramount and the Atlanta theaters all played to large midnight show crowds.

"Though all available policemen had been ordered to duty Sunday night by Chief T. O. Sturdivant, little trouble was experienced by them in handling downtown crowds. Hundreds of automobiles, loaded with joy-makers, paraded Peachtree Street and Five Points at midnight and others joined the parade afoot. But only the sounds of a Happy New Year were heard and no disorder marred the gaiety of the occasion."

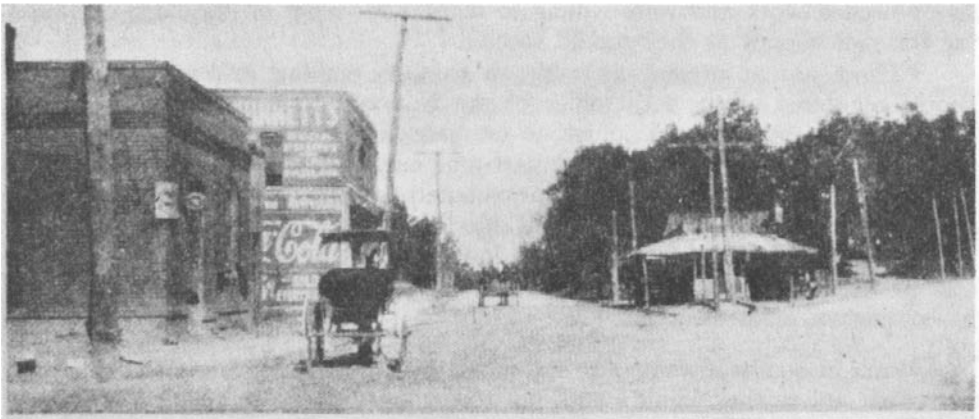
Indeed, as 1934 marched along through its appointed place in the chronicles of time it left a trail of marked improvement in business and social conditions. Money was more plentiful than in the immediate past. Agricultural conditions were improved. The wheels of Georgia industry hummed with a happier note, though a serious textile strike took place in the early fall. More Georgians were employed than in '33. There was less want in the state; less pathos.[103]

True, the city of Atlanta began the year with a deficit of $1,047,399.68. Mayor Key asked city leaders to meet the situation courageously. And as the year started The Coca-Cola Company advanced the city $800,000 with which to help meet the emergency. But the times were getting better.[104]

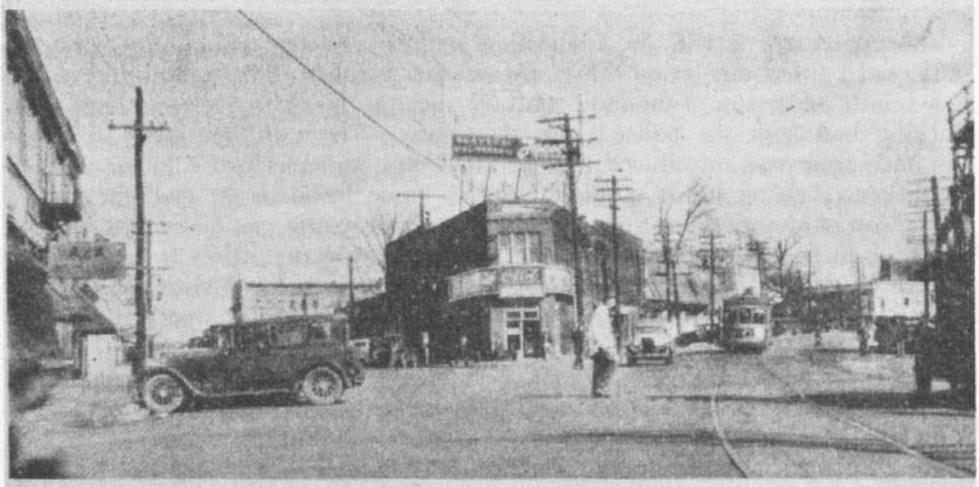
On January 5 it was announced by Federal Administrator Harry L. Hopkins that Miss Gay B. Shepperson had been placed in charge of all Federal relief activity in Georgia, supplanting the Georgia relief commission, headed by Ronald Ransom, well-known Atlanta banker. Miss Shepperson had formerly functioned as administrator of the Georgia CWA. An able administrator, she was a former employee of the American Red Cross and served several years as a field worker under Mr. Hopkins when he was head of the Atlanta division.[105]

In commenting upon the Atlanta unemployment situation, the *City Builder* for March, 1934, said:

"At the close of the year 1933 records showed, as a result of a survey, that 5339 firms employing 50,641 people had added 5316 new employees, making a total of old and new, 56,957. With these figures as a basis, our estimates are that between seven and eight thousand additional people were put on payrolls during the last six months of the year.



BUCKHEAD IN 1910. In only 24 years this intersection of two country roads has become the business center of the City of Buckhead, thriving Atlanta suburb. Another photograph on this page shows this same corner as it appears today.



BUCKHEAD AS IT APPEARS TODAY. This is the same wooded corner shown in another photograph on this page, taken in 1910.

(From "Atlanta Journal", February 25, 1934)

Twenty-four years in the growth of Buckhead

"The maximum number receiving unemployment relief during the peak of 1933 was 22,000 people. The number now receiving direct relief is about 10,000. In February of 1934 there were in Fulton County 15,000 people working on CWA jobs.

"In 1933, just as soon as the Federal government started work relief, there was a sharp increase in the number of people registering for help and when the time was changed from work relief to CWA there was another sharp increase in the number of registrations. This was due to the fact that a large percentage of our population refused to make application for charity, but who sorely needed work and were willing to register for relief on the basis of working for such money as they should receive.

"There are at present, in addition to those holding CWA jobs, 30,000 people registered at the local office of the National Re-employment Administration. It is impossible, of course, to estimate how many of these registrations are people who have some form of part-time employment.

"At the low point in 1933 [approximately March], the employment index showed that 50 percent of the employables in Fulton County had employment. Recent surveys indicate that since the low of 1933 there has been an 18 percent increase, so that today the index shows approximately 75 percent employed by comparison with the year 1930."

While it was true that most Atlantans in need of help hesitated to apply for relief unless they could work for the money thus obtained, it became apparent during 1934 that not everyone had such scruples. Indeed, so many free riders clambered aboard the relief train that it became necessary, on November 21, for Miss Shepperson's office to announce a "no work, no relief" policy.[106]

As previously noted, in connection with the Ottley kidnapping case in 1933, hard times and crime have always run parallel. Throughout the early 30's crimes of a run-of-the-mine nature, such as burglary, robbery and safe cracking had kept the police more than busy. Then, in February, 1934, a new technique was introduced and a "ride-rob" epidemic broke loose. Peaceful citizens, driving home at night, and in some instances in daylight hours, would, upon stopping for red lights or for other cause, suddenly find pistol-toting or knife-wielding gentry sitting beside them, with orders to keep quiet and drive to the outskirts. There, on lonely roads, the victims would be robbed, often assaulted, relieved of their cars and made to foot it back to town.

After a dozen such cases, Chief of Police T. O. Sturdivant issued orders for the arrest of the abduction bandits "dead or alive," and urged motorists to go armed for self-protection. The "ride-rob" technique has persisted to the present, though instances are by no means so numerous as they were during the years when the country was working itself out of the depression.[107]

Though the Atlanta Crackers did not field a winning team in 1934 (they finished 4th), the year was notable in Cracker annals for the first appearance of Otis Earl Mann, originally of neighboring Clayton County, in an official Club capacity—that of secretary.[108]

Before the season was over, Wilbert Robinson, 70, Cracker president since 1933, died on August 8. The former Baltimore Oriole and president and manager of the Brooklyn Dodgers was taken to Baltimore for burial following Requiem High Mass at the Sacred Heart Church. The Atlanta services were attended by many notables including Judge Kennesaw Mountain Landis, high commissioner of baseball, and John D. Martin, president of the Southern Association. Spencer Abbott, Cracker manager, finished out the season as acting president. The following year, under ownership of The Coca-Cola Company, the genial Earl Mann became president of the club, a position he has held ever since.[109]

The downtown real estate market, during May and June, 1934, gave eloquent promise of better times to come. During that two-month period several large sales were made.

The venerable old Gould Building, fronting both Decatur Street and Edgewood Avenue just east of Five Points sold twice in one day. On May 17 E. F. Gould Chapman, of Los Angeles, grandson of the builder, sold the property to the F. W. M. Company, an Atlanta corporation. Later that day a resale was made to Lindsey Hopkins.[110]

On June 6 Fulton County, faced with a serious shortage of space in the 20-year old courthouse, purchased the holdings of the Southern Bell Telephone & Telegraph Company at the northeast corner of Pryor and Mitchell streets for $210,000. A landmark of many years standing, the telephone building formerly housed the company's toll lines. It was remodeled by the County and was used as a courthouse annex for a number of years until its recent demolition. Purchase of the property in 1934 marked the beginning of an effort by the county, since consummated, to acquire the entire block wherein the courthouse stands.[111]

It was also during early June that the S. H. Kress Company secured, by purchase and lease, valuable properties facing Whitehall and Broad streets, running through the block and adjoining the building it then occupied to the south. The properties thus acquired, through Alvin B. Cates, comprised the Steele property, occupied by the Alamo No. 2 theater; the Sisson property, fronting Whitehall Street and occupied by retail stores, including the A. K. Hawkes Company; and the Dean property, facing Broad Street and occupied by the Wilmot Hotel, formerly Inman Building. The total consideration was $675,000.[112] Later the Kress Company, after demolishing the old structures, erected a commodius new store on the site, which it still occupies.

The modern five-story police-station jail, facing Butler Street and connecting at the rear with the police station proper on Decatur Street, is a far cry indeed from the one-room calaboose that served the rough and tumble Atlanta of the 1840's. The new facility, completed in late 1934 at a cost of over $350,000 in government PWA funds is modern in every respect and includes a penthouse for the accommodation of WPDY, the police broadcasting station.[113]

A notable organization, which had its inception in 1934, is the United Church Women of Atlanta, founded as the Atlanta Council of Church Women, with Mrs. Albert W. Waldman as first president. The organization, characterized by slow but steady growth, has had as its general objective putting Christ into everyday life through efforts to better the living conditions of the underprivileged.

Among its specific aims has been the improvement of attitudes between the races. For several years the United Church Women cooperated with other organizations in an effort to establish a home for delinquent Negro girls. The effort was crowned with success in 1944. Earlier, the organization became interested in the worthy but struggling cause of a Negro Boys' Club. Largely through the efforts of the Church Women this club was enabled to meet Community Chest requirements after which it carried on successfully and usefully.

It was the dream of Mrs. Edward G. Mackay, third president of the Council, that Atlanta should have a city-wide Easter sunrise service. The Council adopted the project and, since 1939, the sunrise service, held at Grant Field, has been an annual event.[114]

A number of noted personages visited Atlanta during 1934. Among them were Aviatrix Amelia Earhart, Motion Picture Producer Cecil B. DeMille, and Interior Secretary Harold Ickes.

Miss Earhart arrived at Candler Field on Saturday, February 3. After inspecting the field she visited with the members of the Georgia Chapter of the Ninety-Nine Club, a national organization for licensed women pilots, of whom there were six in Georgia. The following afternoon the famous aviatrix told an audience at the Capitol Theater that "the lure of flying is chiefly the lure of beauty," after which she told of some of her more daring flights.[115] Three years later, in July, 1937, Miss Earhart, (Mrs. George Palmer Putnam), while on an equatorial flight around the world, disappeared over the broad Pacific forever.

Mr. DeMille came to the city in his own plane, "Cleopatra," arriving from St. Louis on August 30 as a guest of the Atlanta Better Films Committee. He was tendered a dinner that evening at the Atlanta Woman's Club, a program having been arranged by a committee composed of Mrs. Alva G. Maxwell, chairman; Mrs. A. W. Waldman, Mrs. C. T. Perkins, Mrs. C. F. Angel, Mrs. O. B. Bartlett, Mrs. J. B. Grobi; and Mrs. Alonzo Richardson.

During the dinner, attended by some 350 prominent Atlantans, Mr. DeMille drew repeated applause when he deplored vulgarity on the screen, which he termed cheap to make and harmful in its effects. Opposing censorship by law, he added:

> "The freedom of any art is vital, for art is the life blood of a nation. Motion picture making is the greatest of the arts, because it embraces all the others and because it is the art of the people.
>
> "I do not believe in censorship, but I do delight in this recent church uprising against vulgarity and bad taste."

Mr. DeMille delighted his hearers with some inside stories of things that happened during the production of his spectacular historical pictures. He was introduced by Mrs. Alva G. Maxwell, chairman of the Better Films Committee.

During the dinner, dances were given by Miss Jean Fambrough, pupil of Mrs. Charles LaFontaine, and songs were contributed by Miss Frances Hurt, with Mrs. Charles Hoke at the piano.[116]

Secretary Ickes, as President Roosevelt's public works administrator, visited Atlanta for the purpose of giving the Techwood and University Homes projects an official kickoff. He arrived at Brookwood Station Saturday morning, September 29, at 8:30. After a brief stop at the Piedmont Hotel he was conducted to the Atlanta University area, where, at 9:20 o'clock, he threw a switch which dynamited two shanty dwellings,[117] thereby inaugurating the first Federal slum clearance project in the United States.

The Secretary termed the event "a milestone in the social history of America" in a nation-wide broadcast over NBC from the Georgia Tech Chapel, after the ceremonies. Directly after the broadcast a similar wrecking ceremony was held at the Techwood project. The local exercises, in fact, marked the inauguration of a system of projects to be carried out in 36 American cities.

Following the slum-clearance activities Secretary Ickes was entertained at lunch by the Presidents Club of Atlanta. In the afternoon he attended the Tech-Clemson football game as the guest of Dr. M. L. Brittain.[118]

Mayor James L. Key stood for reelection in the primary of September 26, 1934. He had two opponents, Roy LeCraw, insurance executive, former Chamber of Commerce president and civic leader, and J. Charlie Murphy, former mayor pro-tem and lawyer. All three put on an active campaign, but when the votes were counted Key had polled a substantial majority over both of his opponents. At the same time decisive victories were recorded in favor of daylight-saving time for Atlanta and for repeal of Georgia's bone-dry law.[119]

Commented the *Atlanta Georgian* on the 27th:

"Mayor James L. Key sat smiling in his Ponce de Leon Avenue home Thursday surrounded by floral tributes and telegrams of congratulations on his victory in the Mayoralty primary.

" 'I want to thank all my friends for their support,' the veteran Mayor declared.

"Mayor Key, who made attacks in his campaign on the school setup as 'manipulators of a pernicious political machine,' said that he 'holds no vindictiveness whatsoever against school teachers.'

" 'I've always been one of the best friends the schools and teachers ever had,' the Mayor asserted. 'I shall continue to be their friend. All that I have opposed in the schools has been the manipulations of a political machine, which must be downed.'

"Mayor Key accepted his victory as placing the stamp of approval on his stand to permit the sale of beer and Sunday amusements, both of which he had made possible here.

"Regarding the referenda on daylight saving time, Mayor Key said:

" 'This decisive victory for daylight saving time should prompt City Council to pass an ordinance putting this new time into effect.

" 'While an ordinance would affect only municipal departments, I should issue a proclamation in ample time to permit the general public to become adjusted to the new time before it would become operative next May 1.'

"Concerning the city's referenda vote to repeal the state bone-dry law, Mayor Key said:

" 'This is a mandate to the Legislature. Georgia's bone-dry law was passed without a referendum and it should be repealed without one.'

"Mayor Key was one of the first in the nation publicly to advocate national repeal. His advocacy of repeal in an interview in Paris three years ago caused a national sensation.

"He will begin his fourth term in office with the present nomination, having served two two-year terms, 1919-1923 and one four-year term, 1930-1934. He will have served longer than any other mayor with the beginning of his new term of two years, the tenure having been halved by the last Legislature. The late James G. Woodward served eight years [four 2-year terms], but Mayor Key will have completed ten years at the end of the term to which he has been nominated."

Atlanta lost two of its pioneer aviators in 1934, both by accidental death. Beeler Blevins died at Grady Hospital on May 24, from injuries sustained when his automobile sideswiped a truck on Stewart Aevenue near Hapeville.[120]

Doug Davis plunged to his death on September 3 while leading the Thompson trophy race at the national air meet in Cleveland, Ohio. The trophy was awarded to his widow.[121]

Among other well-known local citizens who died during 1934, albeit less violently, were Eugene R. Black, governor of the Atlanta Federal Reserve Bank, financier, lawyer and humanitarian, native Atlantan, and a son-in-law of the immortal Henry W. Grady; William Fort Williams, pioneer citizen, fatally injured in an automobile accident, born in Atlanta in 1853, a son of James E. Williams, post-bellum mayor; John L. Sims, pioneer Hapeville resident and a former mayor of that community, born in De Kalb County in 1852; Julius A. Fischer, pioneer citizen and prominent contractor and builder, a native of Black Mountain, Alabama; Mrs. Hamilton Douglas, Sr., widely known educator, lawyer and club women, widow of the founder of the Atlanta Law School, born in Wyoming, Iowa, and a local resident since 1888; William M. Mayo, chief deputy sheriff of Fulton County and formerly chief of the Atlanta police, born in Jasper County; Hiram Warner Hill, associate justice of the Georgia Supreme Court, member of a noted Meriwether County family; Miss Ella W. Smillie, a beloved Atlanta school teacher and principal for 60 years prior to her retirement in 1932, a native of Newark, New Jersey; Oscar Palmour, prominent College Park resident, well-known insurance man, educator and long active in the Georgia National Guard; Dr. Mell L. Duggan, noted educator, former state superintendent of schools, and a native of Washington County; Captain James L. Gordon, beloved member of the local police force since 1909 and famed as a story-teller, born in Catoosa County; James Franklin Burdett, 94, pioneer North Fulton County citizen and Confederate soldier, died in the house on Mt. Paran Road in which he had lived since 1865; Joseph P. Billups, general passenger agent of the Atlanta & West Point and Georgia railroads, active in civic and fraternal affairs, a native of Columbus, Mississippi; John O. DuPree, well-known realtor and native of Dalton, Georgia; John D. Little, eminent lawyer, nationally known as a parliamentarian, born in Talbotton, Georgia, and a resident of Atlanta since 1902; Mrs. Annie Adair Foster, dean of Atlanta bridge players and teachers, born in Atlanta, one of the seven children of the late Colonel and Mrs. George W. Adair, Sr.; Dr. Willis B. Jones, one of the South's most prominent physicians and surgeons, born in Leesburg, Georgia; Dr. John S. Jenkins, pastor of Trinity Methodist Church and a distinguished divine since 1891, born in Charleston, South Carolina, and a graduate of The Citadel; William H. "Uncle Bill" Abbott, tax receiver of Fulton County from 1922 to 1929, a former teacher, merchant and farmer of old Campbell County, Edward Stow, originally of Macon, Georgia, secretary and auditor of the Constitution Publishing Company, connected with the paper for 28 years; John W. McWilliams, 90, pioneer East Atlanta resident and former postmaster of that community, a native of De Kalb County and a Confederate soldier; Frank T. Reynolds, noted hotel man and former president of the Atlanta Hotel Men's Association, born in Dalton, Georgia; Dr. F. P. H. Akers, retired physician and business man, born in De Kalb County, a son of Judge William Akers, a pioneer citizen of the Sylvester Church neighborhood; George W. Andrews, secretary of Georgia Baptist Sunday School work for 30 years, a great lover of flowers and a native of Raleigh, North Carolina.[122]

Others were Sanders McDaniel, noted corporation lawyer, son of the late Governor Henry D. McDaniel and grandson of Atlanta pioneer Ira O. Mc-

Daniel; Dr. Charles M. Curtis, former mayor and councilman of College Park and widely-known physician, born in Blue Ridge, Georgia; A. M. Verner, Sr., famous restaurateur and an expert in the preparation of barbecue, originally of Gwinnett County; William H. Johnson, Spanish-American War veteran, for many years Atlanta's city warden and a well-known figure in fraternal circles; Daniel M. Byrd, general counsel for the Retail Credit Company and member of a pioneer Gwinnett County family; Hooper Alexander, distinguished attorney and a life-long and militant advocate of prohibition, born in Rome, Georgia, and from 1913 to 1921 United States attorney for the Northern District of Georgia; Mark Bolding, a leading attorney and former educator, born in Gordon County; Fletcher J. Spratling, deputy clerk Fulton superior court for 15 years and president of the Southern Christian (Orphans') Home for 20 years, born in Waverly, Alabama; Richard N. Fickett, Sr., pioneer Atlanta businessman and churchman, born in Marietta, Georgia, in 1847; Mrs. John A. Perdue, widow of the late pioneer insurance man, past regent of the Joseph Habersham Chapter, D.A.R., active in the Atlanta Woman's Club and Pioneer Woman's Society and state chairman of the Confederate Soldiers' Home of Georgia; Edward M. Horine, prominent in the local theatrical world and for many years manager of the Grand Opera House, a son-in-law of its builder, Laurent De Give; Thomas L. Cooper, for 40 years a prominent citizen of Decatur, born in Atlanta in 1858, a son of Thomas L. Cooper, killed at First Manassas, and a son-in-law of the late Colonel George W. Scott, of Decatur; Milton H. Liebman, prominent realtor and philanthropist, a native Atlantan; the Rev. Walter R. Branham, member of the North Georgia Conference for 44 years and one of the best-known preachers in the state; Mays Badgett, famed Atlanta violin maker and friend to all musicians, born and reared in Knoxville, Tennessee; Marshall H. George, Southern Bell Telephone & Telegraph Company official and member of a pioneer De Kalb County family; John Jentzen, chief of the Atlanta sanitary department since 1901; A. C. Hemperley, founder of the well-known East Point undertaking firm which bears his name; George V. Gress, died in Jacksonville, Florida, pioneer Atlanta lumber dealer, who donated the original Grant Park Zoo and the Cyclorama to the city; Henry H. Cabaniss, nationally known newspaperman, a former editor and long business manager of the *Atlanta Journal,* Confederate soldier and a native of Forsyth, Georgia; Dr. Samuel L. Silverman, noted oral surgeon and writer on dental subjects; Addison Maupin, retired official of Southern Bell, noted churchman and native Virginian; T. O. Poole, Sr., for many years a leading automobile dealer and prominent in fraternal circles, a member of one of Fulton County's oldest families; Judge William W. Tindall, educator and first judge of the Fulton County juvenile court, born in Macon, Georgia; John M. Baker, 88, pioneer Ben Hill resident, Confederate veteran and the oldest "tentholder" of the Mt. Gilead camp ground; Dr. Thomas Crenshaw, Sr., the oldest practicing dentist in the State of Georgia and a founder of the Atlanta Dental College, born in Athens, Alabama; Calvin Shelverton, founder and president of the Shelverton Construction Company, member of a pioneer Atlanta family; William S. Witham, Sr., a pioneer in the field of chain banking in Georgia and a native of La Grange; Charles C. Blackmon, pioneer and well-known locomotive engineer on the old Richmond & Danville, later Southern, railroad, in active service for 52 years; Victor H. Kriegshaber, outstanding civic leader, former president of the Chamber of Commerce, a leading dealer in building materials and a native of Louisville, Kentucky; Garland S. Prior, Confederate veteran, active churchman and veteran Atlanta grocery merchant, born in Madison, Georgia; Leo Fresh, a native of Hungary and one of the most famous auctioneers in the South; William H. Terrell, attorney and former city councilman, one of the original exponents of the Stone Mountain Confederate memorial and a brother of the late Fire Chief, John Terrell; Lucius W. McConnell, widely known merchant, veteran of World War I, and a son of the late Dr. F. C. McConnell, a key factor in the building and development of the Druid Hills Baptist Church; Dr. William Nevin Adkins, Fulton County health officer and a well-known practicing physician, born in Rome, Georgia; Evan P. Howell, Georgia sales manager for the Southern Bell and a brother of Clark Howell, Sr.; William I. Zachry, pioneer businessman and builder of the first electric railway between Atlanta and Decatur, a Confederate drummer boy and native of Thomson, Georgia; William S. Richardson, Fulton County tax collector; Charles B. Harmon, originally of Lexington, South Carolina, a pioneer in the development of Georgia's forestry resources and former secretary and treasurer of the Southern Sash and Mill Work Association; Robert Bryan Harrison, newspaperman and lecturer, founder of the Southern Press Clipping Bureau and the Atlanta Psychological Society, born in Lumpkin, Georgia; and Miss Palmer Phelan Dallis, beloved and popular young Atlantan, an outstanding student at Washington Seminary, graduate of Mount Vernon Seminary in Washington, historian Atlanta Junior League, an active member of St. Luke's Episcopal Church and of St. Hilda's Society, elder daughter of Mr. and Mrs. Ernest E. Dallis and granddaughter of Mr. and Mrs. Sidney H. Phelan, pioneer Atlantans.[123]

(1935)

There were many indications during 1935 that the times were improving. On January 5 State Auditor Tom Wisdom announced that Georgia finished 1934 with a balance of $6,697,860, greatest in its financial history. A week later, on the 12th, salaries of Fulton County employees were hiked $140,000 annually. On April 3 deposits in Georgia banks showed an increase of $21,000,000 over the preceding year, while a survey in October revealed Atlanta's per capita debt to be the lowest in the country. Nineteen thirty-five was not a flush year but things were getting better. The backbone of the depression had been broken.[124]

As the decade of the 1930's reached midstream it might be well to identify the officials of both the city of Atlanta and of Fulton County. As of 1935, they were:

City of Atlanta

Mayor, James L. Key.
Council:

Aldermen:

1st Ward, Guy Coleman.
2nd Ward, John F. Scott.
3rd Ward, J. Sid Tiller.
4th Ward, F. A. Mitchell.
5th Ward, J. E. Bowden.
6th Ward, Robert Carpenter.

7th Ward, J. C. Aldredge.
8th Ward, F. H. Reynolds.
9th Ward, I. Gloer Hailey.
10th Ward, John W. Ball, Jr.
11th Ward, J. C. Murphy.
12th Ward, E. A. Gilliam.
13th Ward, Ellis B. Barnett.

Councilmen:

1st Ward, R. H. Cobb, H. T. Leohr.
2nd Ward, Max M. Cuba, H. C. McCutcheon.
3rd Ward, Ed L. Almand, G. Dan Bridges.
4th Ward, John A. White, J. E. Berman.
5th Ward, Dr. C. W. Childs, W. T. Knight.
6th Ward, W. G. Hastings, John M. Owens.
7th Ward, W. M. Rogers, J. T. Marler.
8th Ward, Aubrey Milam, J. Frank Beck.
9th Ward, Raleigh E. Drennon, Howard Haire.
10th Ward, E. C. Deckner, W. Garland Cooper.
11th Ward, George B. Lyle, W. R. Johnson.
12th Ward, Walter M. Sutton, H. M. Rantin.
13th Ward, Frank Wilson, Alvin L. Richards.

Attorney's Office, James L. Mayson, attorney.
Board of Education, J. Ira Harrelson, president; Willis A. Sutton, superintendent; Thomas W. Clift, assistant superintendent and business manager; Mrs. Fannie Mae Weston, secretary; Marvin E. Coleman, director.
Building Inspector, Charles J. Bowen.
City Court (Civil Division), Hugh M. Dorsey, judge; Walter E. Harwell, clerk.
Clerk, J. Henson Tatum.
Comptroller, B. Graham West, Lawrence A. James, assistant.
Construction Department, Clarke Donaldson, chief.
Criminal Court of Atlanta, Jesse M. Wood, judge.
Custodian, L. Glenn Dewberry.
Dentist's Office, Dr. W. Vance Jackson, dentist.
Department of Electricity, Dewey L. Johnson, superintendent.
Dog Pound, William H. Brown, in charge.
Efficiency Expert, William Evans Chambers.
Fire Department, Otho J. Parker, chief.
Grady Hospital, John B. Franklin, superintendent; Joseph H. Hines, medical director.
Health Department, Dr. John P. Kennedy, health officer; Henry C. Martin, laboratory director; Lillian M. Alexander, supervisor, nursing division; J. F. Hackney, Donald F. Smith and George S. Morse, physicians; Lenox Thornton, registrar, vital statistics.
Investigator, Paul Chipman.
Legal Aid Society, J. Everett Thrift, general council.
Municipal Court, T. O. Hathcock, judge.
Municipal Court (De Kalb Division), William T. Buchanan, judge.
Municipal Market, Eula M. Lang, market master.
Municipal Revenue Collector, Riley F. Elder.

Parks Department, George I. Simons, general manager.
Paymaster, William A. Florence.
Planning Commission, Raymond W. Torras, engineer and secretary; E. C. Robinson, assistant.
Plumbing Inspector, Eugene G. Quarles.
Police Department, Thurman O. Sturdivant, chief.
Prison, Walter C. Andrews, warden.
Purchasing Agent, Lloyd A. Walker.
Recorder's Court, A. W. Callaway and John L. Cone, recorders.
Sanitarium (Battle Hill), Joseph H. Bradfield, superintendent.
Sanitary Department, Henry J. Cates, chief.
Sanitary Engineer, William H. Edwards, Jr.
Tax Assessors and Receivers, J. Clark Little, Harry M. Perkerson and Leo Sudderth.
Tax Investigator, Norman B. Dennis.
Warden, Elizabeth Ivey.
Water Works Department, W. Zode Smith, superintendent and general manager.[125]

On February 1, 1935, James L. Mayson, 72, veteran city attorney, native Atlantan and member of a pioneer Fulton County family, died. He was succeeded by the present incumbent, Jack Savage.[126]

COUNTY OF FULTON

Agricultural Department, S. D. Truitt, agent.
Board of Education, Cam D. Dorsey, president; Jere A. Wells, superintendent of schools.
Bond Attorney, H. F. Golightly.
Bond Clerk, J. S. Heard, Jr.
Chief Engineer, Frank B. Eaves.
Clerk, Criminal Court of Atlanta, Charles E. Hartsfield.
Commissioners of Roads and Revenues, Edwin F. Johnson, Ed L. Almand, Dr. C. Ross Adams, Henry M. Wood, clerk.
Court Commissioner, Bunyan B. Barnett.
Criminal Court of Atlanta, Jesse M. Wood, judge.
Department of Public Works, Albert A. Clarke, Jr., superintendent.
Deputy Clerk, Superior Court, Charles M. Paschal.
Deputy Sheriff's Office, J. Gordon Hardy, chief deputy.
Fire Department (Buckhead), William G. Smith, captain.
Health Department, Dr. William L. Gilbert, health officer.
Highway Engineer, Earl E. Yantis.
Home Demonstration Agent, Opal Ward.
Jail, Robert M. Holland, chief jailer.
Juvenile Court, Garland M. Watkins, judge.
Juvenile Detention Home, Charles M. Hamby, superintendent.
Law Library, Mrs. Mary L. Cox, librarian.
Municipal Court, Luther Z. Rosser, chief judge; Ralph McClelland, Clarence Bell, T. O. Hathcock, Anton L. Etheridge, judges; Oliver H. Puckett, clerk; William B. Honea, deputy clerk; James M. George, marshal.
Ordinary, Thomas H. Jeffries, judge.

Paymaster, William G. Patton.
Police Department, George Mathieson, chief.
Probation Officer, G. Allen Maddox.
Purchasing Agent, C. Moses Holland.
Relief Administration, Miss Ada M. Barker, administrator.
Sheriff, James I. Lowry.
Solicitor, Criminal Court of Atlanta, John S. McClelland.
Solicitor General, John A. Boykin.
Superior Court, Eugene D. Thomas, Edgar E. Pomeroy, Gus H. Howard, Virlyn B. Moore, John D. Humphries, judges; James W. Simmons, clerk.
Surveyor, Eugene W. Robert.
Tax Assessors, Hugh W. Gilbert, Charles H. Gullatt and Reese Perry.
Tax Collector, William S. Richardson.
Tax Investigator, Frank F. Smith.
Tax Receiver, Guy A. Moore.
Treasurer, Mrs. Mabel A. MacNeill.
Warden, Albert A. Clarke, Jr.; Charles F. Collier, assistant.[127]

For a quarter of a century after Atlanta was first divided into wards in 1854, the number remained at five. A sixth ward was created in 1883; a seventh in 1894 with the annexation of West End, and an eight in 1904 when Piedmont Park area was taken in. As the city continued to expand, new wards were added until the number reached 13 in 1929, with one alderman and two councilmen for each.

A 39-man council was becoming unwieldly and during the early 30's a movement was set afoot to reduce the number of wards and hence the number of councilmen. On March 14, 1935, Governor Talmadge signed the Atlanta ward and council reduction bill after a spirited public hearing which attracted a capacity audience to his reception room. The bill provided for a drastic reorganization of the city government, giving it six wards, the same number as in 1883, and 18 council members instead of 39. School board members were reduced from 14 to 6.

The bill, sponsored by Fulton County Senator and former Councilman G. Everett Millican and by Mayor Key, became effective January 1, 1937, with the new council to be elected in the fall of 1936. Terms of council members expiring in 1935 were automatically extended a year, so that no election would be held until the new group was chosen. The bill also increased the mayor's term of office from two to three years.

Under the ward reduction plan, the new First Ward comprised the old Second and Third; the new Second, the old Eleventh and Twelfth; the new Third, the old First, Fifth and Sixth; the new Fourth, the old Seventh and Tenth; the new Fifth, the old Fourth and Eighth, and the new Sixth, the old Ninth and Thirteenth.[128]

Another municipal forward step was taken in 1935, when, on September 18, the voters approved a $1,775,000 bond issue for sewers and schools.[129]

The municipal zoo at Grant Park was not particularly distinguished until 1935, when Asa G. Candler, Jr., made a tender to the city of his valuable private collection. For some three years Candler had been assembling choice specimens of wild animals and birds which he housed in specially built cages and quarters on his Briarcliff Road estate. The hobby was not without its drawbacks. The neighbors, with some justification, objected to a menagerie in such close proximity to their homes. Their objections became loud indeed when, from time to time, a baboon, or other specimen would escape from the zoological garden and wander over the neighborhood.

Finally suits and injunctions, plus heavy taxes demanded by the county made Mr. Candler's hobby both excessively expensive and embarrassing. Rejecting a bid by the City of New York as too low, Candler offered his vigorous and well-kept specimens to Atlanta as a gift, provided suitable quarters were erected for them. Public donations, including dimes contributed by school children, provided the necessary funds. During the following year 84 animals and nearly 100 birds were transported to their new and permanent home in Grant Park.[130]

Atlanta's most spectacular 1935 fire destroyed one of its oldest landmarks, the Georgia Railroad freight depot, known in more recent years as the Atlanta Joint Terminals Building, fronting Central Avenue at the foot of East Alabama Street.

The fire, caused by an explosion of undetermined origin at 1:30 A.M., Saturday, January 19, resulted in a loss of about $100,000, the building having been filled with more than 75 carloads of mixed freight. The skies were brilliantly illuminated by the flames. Sparks, fanned by a brisk wind from the east, fell over a large part of the downtown business section, and even into residential districts, but Atlanta firemen, battling for hours, were able to keep the flames from spreading.[131]

A couple of months after the fire Mrs. Florence Werner Brine, daughter of the late Edward A. Werner, pioneer local Georgia Railroad freight agent, wrote an interesting story of how the old structure once appeared. Her description follows:[132]

"When the old square building at the head of Alabama Street was swept by fire [recently], one of Atlanta's oldest landmarks perished.

"But few people who had known the sturdy old building as merely the office of the Atlanta Joint Terminals, were aware that the square brick structure was once a banking house, a concert hall, a club—and Atlanta's pride.[133]

"Built in the days when Atlanta was just rising from the cinders and mud, which might aptly be called Sherman's trade-marks, the old building was [one of] the city's first three-storied structures. The few buildings which had escaped the flames were modest structures of one and two floors. And so the young city was very proud of the tall and imposing edifice which towered a full story above the ruined town. A unique little white lantern, perched jauntily on top, gave it an added height.

"Though its architecture was simple, the new building was solid, substantial and had a sturdy dignity in the midst of other more hastily built structures. Its red brick walls boasted granite quoins at the corners, sharply squared, and with their whiteness not yet blurred by generations of soot and city grime. The spacious arched entrance was also decorated with granite. The little octagonal tower was of white painted wood, with narrow, oval windows.

"Spreading stone steps led to the front door. Across the second story swept an iron 'gallery,' with ornamental grill work, like that still found in many older cities of the deep south. This gallery was a general rallying place when there were parades or any sort of public celebration. And a few old prints still preserve the scene when, on state occasions, the iron work was draped in bunting and a bevy of ladies in bustles and polonaises filled the balcony. There they wielded their palm-leaf fans and watched the festivities below.

"There were grass plots in front, inclosed by an iron fence. In each plot grew a huge magnolia tree. Tall lamp posts flanked each side of the front walk. The place was quaintness personified.

"There was a well at the right front corner of the warehouse that stood nearby, and here, winter and summer, the office force, the freight hands and anybody who came along, were all at liberty to quench their thirst. It is pretty safe to say that the well-house boasted pine benches, extensively carved by the jackknives of half of Atlanta. For, when the weather was fine, a little group of loungers often lingered for hours around the well, whiling away the time with whittling, politics and gossip.

"According to the easy fashion of the period, business quarters took up the first floor, but there were plenty of bedrooms on the second, for the accommodation of the general agent and the other railroad bigwigs, whenever they came to town. Here they were entertained in great style, which included dark and quick-stepping valet service. The great magnolia trees outside shaded the bedroom windows in the heat of the day, but the chattering of the birds in their branches got on the morning nerves of the visitors, to whose ears the raucous puffing and blowing of the little engines down the tracks seemed sweet music. The trees finally were cut down, and the august visitors slept in peace.

"The Georgia Railroad & Banking Company occupied one of the rooms on the second floor. A large vault of Stone Mountain granite built in a side wall and extending several feet out into the room held the bank's valuables. Many deeds of old southern estates were guarded by the big iron door with its four-plunger, combination lock. . . ."

Less than two months after the Atlanta Joint Terminals fire, the fire department itself suffered a severe loss. While responding to a call on the afternoon of March 14, the assistant chief's car was wrecked in a collison with another auto at Ponce de Leon and Piedmont Avenue. Fireman S. J. Coogler, the driver, was killed, and Assistant Chief Paul S. Fleming was badly injured.[134]

At 1 A.M., Sunday, April 28, 1935, Atlantans set their clocks forward one hour and the city and suburban communities, including all of neighboring Cobb County, went on daylight-saving time, untried locally since the World War. Mayor Key's daylight-saving proclamation was issued in compliance with the ordinance by Alderman I. Gloer Hailey, which council adopted after a referendum in the fall of 1934 when voters approved the measure, 7426 to 5221. The new time was scheduled to stay in effect until the last Sunday in September.[135]

On July 1, 1935, council adversed a proposal for a referendum on the establishment of eastern time for Atlanta.[136] It was not until the adoption of the Uniform Time Law, on March 21, 1941, that the whole state adopted eastern standard time permanently.[137]

In May, 1934, as previously noted, the Gould Building on Decatur Street and Edgewood Avenue changed hands twice in one day. Less than a year later, on April 6, 1935, its next-door neighbor to the west, the 8-story Silvey Building, also changed hands twice. The property had been in the hands of the Silvey family since 1862 and had never had a loan against it. John Silvey bought a half interest in half of the unimproved lot from George F. Glazener, one of his ante-bellum business partners, for $750. In 1868, Silvey acquired the other portion of the lot for $3000. Later, in 1892, Glazener deeded his remaining interest in the property to Silvey for $31,875. For many years the site was the home of the wholesale dry goods firm of John Silvey & Company. After the firm moved to Marietta and Spring streets in 1912, the 8-story structure at Five Points was converted into an office building.

The 1935 double sale represented a total consideration of about $110,000. The Fred Roberts Investment Corporation acquired the property from Miss Frances Aurelia McKenzie. Almost simultaneously the Olympia Investment Corporation, headed by Frank Hawkins, purchased the building from the first buyer.[138] In 1936 the old building was torn down to make way for the modern store buildings which now occupy the site.

Among the noted personages who visited Atlanta during 1935 were Senator Huey P. Long, of Louisiana; Dr. George W. Truett, president of the Baptist World Alliance, and President Franklin D. Roosevelt.

Senator Long, the Louisiana "Kingfish," characterized his one-day visit on February 5 as an "invasion." He was invited to Atlanta by the Georgia House of Representatives for the purpose of addressing both that body and the Senate. In accepting the invitation the week before, Long directed that the place with the greatest seating capacity in town be engaged, along with a good orchestra and a singer or two, "and we'll put on a show." He was disappointed to learn that the auditorium had already been engaged by wrestling promoter Henry Weber for a match between the "Masked Red Demon," of Chicago, and Dory Roche, of Scranton, Pennsylvania. Consequently he had to be satisfied with a smaller arena, the house chamber in the State Capitol.

The Senator thundered into Atlanta by train from his Louisiana empire shortly before noon. He and his party of nine, including several bodyguards, were met at the Terminal Station by a sizable delegation. After shaking hands all around he was whisked to the Ansley Hotel behind a squad of motorcycle police.

Approximately 50 persons crowded into his suite and laughed and joked with him as he shaved, the "Kingfish" shouting his replies from a lathered countenance.

"I don't need any rest," he declared. "And I don't want anything special to eat. I eat anything."

He decided against going to the governor's mansion for lunch so Governor Talmadge joined him at the hotel for the repast.

"I'd just as soon eat down here," declared Long. "Besides, some of my boys aren't used to mansions."

Asked when he was going to run for President, Long grinned and declared that he didn't know. "I haven't been asked yet," he said. "That isn't material, though. I never have been asked to run for office."

That afternoon, to a packed house chamber, Huey Long gave a rousing exposition of his "share the wealth" program as the plan to "save the nation from capitalism." He departed on a 5:30 train for Washington, but left his national organizer, Gerald K. Smith, in Atlanta to reap the seed he had sown in expounding his plan.[139] The harvest was meager. Less than six months later Huey P. Long was laid low by an assassin's bullet.

Dr. Louie D. Newton, pastor of the Druid Hills Baptist Church, was largely instrumental in bringing Dr. George W. Truett to Atlanta.

On Sunday afternoon, February 10, less than a week after Huey Long's spectacular local appearance, one of the largest crowds ever packed into the auditorium assembled to hear Dr. Truett defend the right of human judgment and urge religious tolerance and international peace. With the distinguished guest on the platform were Governor Talmadge, President Charles D. Redwine, of the State Senate; Hugh Howell, chairman of the state Democratic executive committee; Dr. M. L. Brittain, of Georgia Tech; H. Lane Young, vice-president of the Citizens & Southern National Bank, and Dr. Aquila Chamlee, president of Bessie Tift College. A chorus of 250 voices gave a program preceding Dr. Truett's address.

Dr. Truett congratulated Atlanta upon having been unanimously chosen as a meeting place for the next Baptist world congress in 1939. He predicted that it would be "one of the greatest religious gatherings in the tides of time."[140]

Friday, November 29, 1935, was home-coming day in Atlanta for President Roosevelt. Wrote Ed H. Bradley of the *Journal* that day:

"A cross section of southern Democrats, massed thousands upon thousands in downtown Atlanta and at Grant Field, Friday gave President Franklin D. Roosevelt such a demonstration of loyalty and confidence in his leadership as will go on record as the most important event of its kind in the South's history.

"The city never saw a more spontaneous or heartfelt greeting from a grateful people than that extended the President when he visited Atlanta for the first time since his inauguration.

"The tribute paid him by the enormous throng assembled at Grant Field to hear him promise still greater improvement in conditions, and the other uncounted thousands who, somewhat awed by the chilly weather, gathered around radios indoors or in more sheltered spots than the Tech Stadium, was of a nature to warm the heart of any man. . . ."

In summing up the next day, Mr. Bradley wrote:

"Atlanta was simmering down to normal again Saturday after one of the most important and historical events in its annals—the tumultous and heart-warming home-coming celebration Friday, when President Franklin D. Roosevelt was acclaimed by uncounted thousands of southern Democrats who flocked here from all over Georgia and adjacent states.

"Never before has Atlanta entertained such a host of visitors as thronged the city to welcome the leader of the New Deal and to manifest their confidence in him.

"More than 50,000 people braved a piercing northwest wind to hear him deliver an address at Grant Field [introduced by Senator Walter F. George, who, in turn, was introduced by Senator Richard B. Russell, master of ceremonies] in which he promised still further progress along the road to economic recovery, gradual reduction of the national budget, and continued consideration for the welfare of the masses of the people.

"Broadcast by radio over two coast-to-coast networks, the President's address was heard in every city and hamlet throughout the country. . . .

"From the time the President, driving up from Warm Springs, reached Fort McPherson, the point of entry into the city, he rode between walls of cheering humanity that lined the curbs throughout his entire route through Atlanta. His progress through the downtown section, on out to Piedmont Park, where he received the greetings of thousands of school children, to Grant Field, and thence to Atlanta University, was a triumphal march unprecedented in the history of the city.

"Before entering the huge stadium at Georgia Tech, the President paused at the intersection of North Avenue and Techwood Drive to unveil a marker at the $2,875,000 Techwood Housing Project. After his address he visited the University Housing Project near Atlanta University and was greeted by thousands of negro school-children assembled there to welcome him.

"Shortly thereafter he was the luncheon guest of Major General George Van Horn Moseley, commander of the Fourth Corps Area at Fort McPherson, and left about 4 o'clock on the return trip to the Little White House at Warm Springs.

"Mrs. Roosevelt, who accompanied him to the home-coming celebration, was entertained at luncheon after the Grant Field address by the Democratic women of Georgia.

"The enormous crowd that packed Atlanta throughout the day was handled in such splendid fashion, thanks to the careful preparations made by the various committees in charge, that not the slightest confusion or disorder occurred at any juncture. Every member of the Atlanta Police Department was on duty throughout the day, along with detachments of police officers from many cities throughout the state, deputy United States marshals and more than 200 regulars from the Twenty-second United States Infantry at Fort McPherson. . . .

"In tribute to the effective work done by those in charge of arrangements, Mayor James L. Key was host Friday night at a complimentary dinner [at the Capital City Club] to Erle Cocke, general chairman of arrangements. All who aided in handling the various phases of the celebration came in for warm commendation from the members of the Georgia delegation in Congress, official hosts to the President."

There was a notable absentee on home-coming day. Governor Eugene Talmadge had fallen out with the national administration. Said the *Associated Press:*

"Georgia's Governor Eugene Talmadge, a critic of the national administration, was absent Friday as thousands of southerners tendered President Roosevelt a thunderous ovation at a home-coming celebration here.

"The governor had been sent tickets to the celebration, but spent the day on his farm in Telfair County.

"He telephoned the following message to one of his secretaries here:

" 'I am spending the day on my Telfair County farm hunting and farming—hunting something to plant that there's not any processing tax on.'

"Some time ago the governor said at the Capitol: 'I will go to hear the President of the United States speak if I am in town.' "[141]

For the Oglethorpe University graduation exercises, held at the Atlanta municipal auditorium on Sunday evening, May 26, 1935, President Thornwell Jacobs assembled a singularly distinguished group of women to receive honorary degrees. Each was outstanding in her particular field. They were: Amelia Earhart (Mrs. George Palmer Putnam), aviatrix; Miss Martha Berry, founder of the Berry Schools; Mrs. Cora Smith Gould, poet and patron of the arts; Mrs. Sidney Lanier, Jr., widow of the noted poet's son and founder of the Lanier Camps for American youth; Miss Ruth Blair, state historian of Georgia;

Dr. Annie Jump Cannon, astronomer; Dr. Florence Rena Sabin, medical scientist; Mrs. Caroline Miller, Georgia Pulitzer Prize novelist (*Lamb in His Bosom*); Miss Josephine Roche, assistant secretary of the United States Treasury; Mrs. Helen Rogers Reid, vice-president of the *New York Herald Tribune;* Mrs. Caroline O'Day, congresswoman-at-large from the State of New York, and Dr. Clara Mildred Thompson, dean of Vassar College.

Mrs. Miller told the 56 graduates of Oglethorpe's 1935 class not to envy a woman her career. "Career women have their troubles, too," she said. "One degree of fever in my son can be, with all respect to Oglethorpe, far more important than this honorary degree."

She pictured the composite woman Oglethorpe desired to honor as having Miss Berry's selflessness, Mrs. Putnam's courage, and Dr. Cannon's knowledge of the stars and the lofty things they represent.

The recipient of an ovation, white-haired Miss Berry told the audience, "My life work has been the conservation of boys and girls. I believe that they are the greatest contribution to the progress of our country."

The Vassar dean termed education one of the major forces for stability and progress, and declared, "The best investment a father can make is the education of his children."

The salutatory address for the 1935 graduating class was delivered by John O. McNeeley, and Lou Allen Evans was valedictorian.[142]

Nineteen thirty-five took its toll of well-known and useful citizens. Among them were Major John S. Cohen, president and editor of the *Atlanta Journal,* reporter, soldier, U. S. Senator and Democratic leader, the father of radio broadcasting in Atlanta, a native of Augusta, Georgia; Ben S. Read, president of the Southern Bell Telephone and Telegraph Company, a native of Carthage, Tennessee, and a telephone man for 45 years, born the year the telephone was invented by Alexander Graham Bell; Philip Thornton Marye, noted architect and distinguished soldier, born in Alexandria, Virginia, son of Colonel and Mrs. Morton Marye; Dr. Robert B. Ridley, prominent physician, native Atlantan and a captain in the medical corps during the World War; Dr. Willis F. Westmoreland, noted surgeon, son of pioneer Atlanta physician Dr. Willis F. Westmoreland, Sr., and a son-in-law of the late Mayor James G. Woodward; Baynard Willingham, noted textile executive, a key factor in both the Piedmont Cotton Mills and the Egan Cotton Mills, born in Macon, Georgia; Alfredo Barili, distinguished Atlanta musician and teacher, born in Florence, Italy, and a local resident for 52 years, killed by a bus at Ponce de Leon Avenue and Myrtle Street; Thomas C. Erwin, dean of Atlanta bankers, came to Atlanta 54 years before from West Point, Georgia, and became a bookkeeper for W. M. & R. J. Lowry, helped to organize the old Third National in 1896, and for many years, until his death, served as vice-president of the C. & S.; Lewis Haase, widely known theatrical manager and former newspaperman, largely responsible for the building of the Erlanger, now Tower Theater, born in New York city and a famous amateur cook; Charles P. Byrd, publisher, civic leader, and leading Baptist layman, a native of Cuthbert, Georgia, and a past commandant of the Old Guard; James Dixon McCarty, born in Talladega, Alabama, president of A. D. Adair & McCarty Brothers, pioneer commercial fertilizer manufacturers; Theo S. Mast, 88, "the grand old man of Elkdom in Atlanta," secretary of Atlanta Lodge No. 78 for 28 years and exalted ruler in 1894 and 1895, a native of Philadelphia; Ben F. Burgess, clerk of the De Kalb superior court for nearly 33 years, a native of the Panthersville District of that county; Zadoc D. Harrison, 93, clerk of the Supreme Court of Georgia for 64 years and formerly a local practicing attorney, a Confederate soldier and native of Randolph County;[143] Norman C. Miller, civic leader, churchman and publisher, a partner in Ginn & Company with which he had been connected since 1900; Judge C. Murphey Candler, for many years a leader in the educational, legislative and social life of De Kalb County and Atlanta, born in Decatur, son of Milton A. and Eliza C. Murphey Candler; Michael Fox, noted antique dealer, for 31 years proprietor of The Antique House at 86 Auburn Avenue, born in Ireland and originally a sailor; Waverly Fairman, well-known attorney, born in Jackson, Mississippi; J. Hope Tigner, former associate of E. P. Ansley in the real estate business, cotton expert and for a number of years secretary of the Atlanta Commercial Exchange, a native of Meriwether County; Benjamin F. Burdett, founder, in 1910, of the Burdett Realty Company, developer of Brookwood Hills and member of a pioneer North Fulton County family; Thomas J. Hightower, Jr., son of a pioneer Atlantan, former president of the Hightower Box & Tank Company and one-time Fulton County commissioner; Henry M. "Uncle Henry" Wood, clerk to the Fulton County Commission for 35 years and prominent in fraternal affairs, born in Columbia County; William Rawson Collier, noted engineer, graduate of M.I.T., formerly general sales manager of the Georgia Power Company and member of two of Atlanta's leading pioneer families, the Rawsons and the Colliers; Edward L. Meyer, well-known, native-born Atlanta attorney, brother of A. A. Meyer.[144]

Others were Roy Dorsey, lawyer, soldier and business executive, vice-president of The Coca-Cola Company, in charge of advertising, born in Atlanta, son of the late Judge Rufus T. Dorsey; Dr. Mose G. Campbell, an authority on physiotherapy and X-ray, an organizer of the Georgia Baptist Hospital and native of Tuskegee, Alabama; John L. Tye, Sr., a leading member of the Atlanta bar and a former vice-president of the American Bar Association, born in McDonough, Georgia; William A. Hancock, veteran city tax assessor and native Atlantan; Dan W. Johnson, a pioneer resident of the Druid Hills section and member of one of De Kalb County's oldest families; Walter P. Andrews, former grand exalted ruler of the National Elks lodge and a leading Shriner, lawyer and legislator for whom Andrews Drive is named, a native of Mount Gilead, North Carolina; Charles J. Kelly, veteran Atlanta newspaper and advertising man, connected at various times with the *Looking Glass,* the *Constitution* and the *Georgian;* Captain Francis M. Farley, retired cotton merchant and a Confederate veteran wounded at Sharpsburg, born in Marianna, Florida; Louis P. Marquardt, assistant solicitor general of Fulton County and formerly a prominent labor leader, born in Havana, Illinois; Dr. Walter A. Crowe, a prominent Atlanta physician since 1885 and native Virginian; F. M. Akers, manager of the Georgia division of the Prudential Insurance Company, a native of Harris County and a resident of Atlanta since boyhood; Dr. Charles R. Jolly, widely known veterinarian and authority on livestock, born in Montgomery County, Pennsylvania; Howard Pattillo, widely known insurance man and native Atlantan; R. A. Broyles, one-time railroad man and one of Atlanta's early chain grocers, born in Dalton, Georgia; B. Joseph Eiseman, founder of the well-known retail clothing firm of Eiseman Brothers, born in Baltimore, Maryland; Guy Coleman, First Ward alderman, prominent in railroad labor circles and long an employee of the Pullman Company; Martin L. "Marty"

Semon, died in Portsmouth, Ohio, former well-known Atlanta theater manager, originally of Richmond, Virginia; James Clay Gentry, a founder of the Atlantic Ice & Coal Corporation, prominent churchman and native Virginian; David T. Howard, a leading Negro businessman and pioneer Atlanta undertaker, a patron of the Negro Y.M.C.A., and a member of the Interracial Commission, born into slavery at Crawfordville, Georgia; William L. Randall, president of Randall Brothers, Inc., a native of De Kalb County; P. W. (Pat) Hammond, managing editor of the *Constitution,* a beloved and able member of its staff since 1910, and a native of Philadelphia; Dr. Amos D. Olds, prominent College Park physician and member of an old Elbert County family, fatally injured when a freight train struck his automobile in East Point; Walter R. B. Whittier, noted textile man, founder of the Whittier Mills at Chattahoochee, born in Chicopee, Massachusetts; William B. Willingham, Sr., president of the Willingham-Tift Lumber Company of which he was a founder, textile executive and a former Macon, Georgia, lawyer; A. C. McHan, a resident of Atlanta 55 years and until his retirement in 1918, general manager of the John Silvey Company; W. O. Parker, popular chief of the De Kalb County police and a brother of Atlanta Fire Chief O. J. Parker, a native of Jonesboro, Georgia; Dr. John C. White, noted Atlanta physician, churchman and philanthropist, former Fulton County representative in the legislature and city councilman; John M. Graham, assistant reporter of the Georgia Supreme Court and Court of Appeals, former lawyer, prominent in local cultural circles, a native of Augusta, Georgia; Robert Adamson, long prominent in New York newspaper, political and banking circles, former city editor of the *Atlanta Constitution* and member of a pioneer Clayton County family; Vincent Cefalu, widely known grocer and caterer, a native of Italy and former resident of New Orleans; William V. (Bill) Zimmer, noted hotel man, former manager of both the Kimball House and the Piedmont, proprietor of the famous old Kimballville Farm, born in Richmond, Virginia, and died at Dahlonega, where for the last 10 years he had operated Zimmer's Lodge; Andrew Calhoun, prominent real estate man, born in Atlanta, a son of Dr. and Mrs. Abner W. Calhoun; Edward S. McCandless, widely known banker and businessman, born in Camden, South Carolina, and a resident of Atlanta since 1868, and Franklin O. Watkins, noted Decatur churchman, educator, banker and real estate developer, originally of Alabama.[145]

As 1935 drew to a close the Atlanta area, indeed a large part of Dixie, was subjected to the heaviest weather since the great ice and sleet storm of February, 1905. From December 28, 1935 to January 2, 1936, the city was icebound. Said the *Constitution* on the morning of December 30:

"Forty-eight hours of sleet, snow, rain and sub-freezing temperatures, the worst ice storm that Atlanta and North Georgia has experienced in 30 years, found the city whipped to its knees today with trolley service paralyzed, telephone, telegraph and electric power seriously crippled and automobile traffic reduced to a minimum through the hazards of ice-caked streets and highways.

"Freezing temperatures forecast for today and the threat of a 15- to 20-mile wind whipping through the ice-laden branches of trees and wires sagging under the terrific weight of ice added to the terrors of linemen and utility officials as hundreds of workmen were being rushed to this area from South Georgia to help in the grim struggle to restore services to homes, hospitals and industries.

"A check with the officials of the utilities and city officials late last night brought estimates from the most conservative that the damage will total more than $2,000,000.

"Seventy-five percent of the Georgia Power Company's lines in Atlanta and the surrounding area were crippled by the blanket of ice that has gripped the city for two days. Linemen were restoring service to some sections yesterday and last night but as fast as one area was provided with fitful bursts of power the service in other sections collapsed.

"At 3 o'clock yesterday afternoon Atlanta was virtually isolated from the outside world as far as long-distance telephones were concerned. At that hour only 8 of the 371 circuits for long distance service were working. Last night the situation had eased somewhat when 10 of the broken lines were repaired. At least 8000 individual telephones in Atlanta were out of order. Forty-nine crews of linemen, with six men to a crew, were working, while others were being rushed from south Georgia.

"Fire department crews worked yesterday repairing six fire alarm circuits, representing 125 boxes, wrecked by the storm. Fortunately, few alarms were recorded during the day.

"Sidewalks and streets strewn with the debris from broken trees; entire sections of the city in complete darkness; homes without telephones, radios, heat or fuel; grounded airplanes; delayed trains; wrecked automobiles were some of the miseries inflicted on a house-bound city. . . ."

The great tragedy of the storm was damage to trees. The streets were finally cleared. Various services were restored, but many a fine old tree, standing proudly since the city was hardly more than a village had its heart torn asunder by the great weight of ice. Their shade and beauty were lost forever.[146]

(1936)

In reviewing the events of 1936, the *Constitution,* on January 1, 1937, said:

"News, like business, broke records in Atlanta and Georgia during 1936 and furnished a moving, colorful current history for newspaper readers.

"It started off with a bang in Atlanta last January 1, with a crushing cover of glittering ice that cost the city $2,500,000 and resulted in many injuries, but supplied thousands of beautiful scenes such as many residents had never witnessed before.

"Then, between tornadoes and Talmadge, it kept up a steady stream of headlines that told the stories of disasters, of tragedies, of great elections, of love and hate, and of growing prosperity and better business. The year definitely sounded the death knell for the depression. . . .

"Old Man 1936, who died last night, saw many interesting things in his 12-month career. He watched Talmadge seize control of the state and operate it as a one-man shop, building up to a big let-down when he and his whole ticket were drowned in a landslide vote September 9 that swept Senator Russell back to Washington and E. D. Rivers into the Governor's mansion. He saw Mayor Key, veteran of many years, toppled off by William B. Hartsfield and, with his dying breath, was eagerly awaiting the developments of the two new administrations, the city and the state.

"When 1936 was not half grown, he saw two terrible tornadoes strike at Gainesville and Cordele, devastating $10,000,000 worth of buildings and materials and killing 203 persons in the north Georgia town and 23 in Cordele.

"Middle-aged, he endured with the state a drouth which lasted more than two months and cost the people an estimated $30,000,000. . . . On June 28 began what was to prove a miracle of literature. Then were published the first reviews of Margaret Mitchell's *Gone With the Wind,* the millionth copy of which has long since been off the press.

"Tragedy and sadness had their part in 1936's life also. The city was stirred at the deaths of three persons in the Cable Company fire, and the nation mourned at the death of Clark Howell, editor and publisher of the *Constitution.*

"Nineteen thirty-six saw more persons killed on Atlanta streets by automobiles than any previous year. He watched the record grow month by month.

"But, as 1936 reached his climax with the coming of Merry Christmas, he was cheered at the report of Georgia's farm income of more than $268,000,000. It was a good year, and the best since 1929. . . ."

Mayor James L. Key, a staunch supporter of President Roosevelt, said in his speech to the 1936 council on January 6:

"We enter upon the business of the city for the year 1936 with a feeling of hope and optimism which comes from improvements in business and industry on every hand, from a returning market for property and from a largely increased employment for our people. The mounting bank deposits, liberality of credits and reduction in interest charges, all of which indicate that we are recovering rapidly from the depression and that a momentum has been taken in business and industry on all sides which will enable it to carry on, regardless of whether Federal aid is continued or not, in the future. I feel that we can safely say for our city, at least, that we have seen the end of the depression. . . .

"If it were not for the fact that this city has suffered from many indiscretions, from poor judgment and living beyond its income, it would be in perfect financial condition today. Covering a period of several years the city has accumulated a deficit of more than one million and a half dollars. This deficit remains and cannot be removed until tax values have returned to a normal state. . . ."[147]

As the year began tragedy struck the city hall. During the early morning hours of January 4, City Clerk J. Henson Tatum, a native of Alpharetta, was fatally burned by a gas explosion in his home on Murray Hill Avenue. He died the next day. Mrs. Tatum, a former city employee, was injured at the same time and died on the 8th.

The following day council unanimously chose Joe L. Richardson, for four years deputy clerk, to succeed Mr. Tatum as clerk, a position he still holds.[148]

At 7:30 A.M., Monday, April 6, 1936, the queen city of North Georgia's mountains, Gainesville, was reduced to a shambles by the worst tornado in Georgia's history. It took a toll of more than 200 dead, some 1200 injured, and property damage in excess of $5,000,000.

Atlanta was quick to respond. Indeed, the city, county and state combined forces to succor Gainesville's stricken people. Said the *Constitution* on the morning of the 7th:

"A grim, determined army, bent on relief of storm-torn Gainesville, flooded the highway from Atlanta to that city throughout the entire day yesterday as Atlanta threw every available agency of help at the disposal of the stricken city.

"As the unending line of trucks, army lorries, ambulances, fire trucks and private cars speeded on their mission of mercy, special policemen were required to handle the heavy traffic in Decatur[149] and citizens there lined the streets to bid the relief forces Godspeed.

"Atlanta, working with military precision and dispatch, had pressed every available department and agency of relief into service within an hour after word of the catastrophe reached the city.

"Mayor Key began issuing orders immediately to the police department, Grady Hospital and other city departments to send all possible aid to Gainesville. . . ."

He even sent his own private car with his own chauffeur, the car being loaded with Grady doctors, nurses and supplies.

Julian V. Boehm, vice-chairman of the Atlanta Chapter, American Red Cross, described Atlanta's response "the most beautiful display of humanitarianism and generous giving that I have ever seen displayed."

A group of Atlanta business leaders were quick to respond with pledges of cash for relief purposes. Indeed, a relief fund drive, under the direction of Moreton M. Rolleston, netted more than $150,000 from Atlantans, which sum was disbursed through the Red Cross. As Julian Boehm so truthfully said, Atlanta's response to the needs of its stricken neighbor was magnificent indeed. So, for that matter, was the response from the state as a whole.[150]

Three of Atlanta's prominent old landmarks disappeared in 1936, the three-story Collier Building, long known as the Tom Pitts corner, at Five Points; the two-story arched and columned stone building, at the southeast corner of Peachtree Street and Forrest Avenue, long known as the Peter Francisco Smith property; and the massive old Kiser, or Law Building, at the northwest corner of Pryor and Hunter streets.

It is doubtful, indeed, if any piece of downtown Atlanta real estate has ever remained in the hands of one family longer than did the site of the Collier Building.

On May 31, 1845, when Atlanta was still Marthasville, George Washington Collier, then a young man of 32 and living out near Peachtree Creek, purchased the property for $130. He soon improved it with a one-story frame store, used for some time as a combination grocery and post office. Prior to the War Between the States a three-story brick building replaced the frame structure. It was destroyed during the war and was later replaced by the building that was sold on August 8, 1936, and soon thereafter demolished. The purchaser was the Olympian Investment Company, headed by Frank Hawkins. Sellers were Mrs. Mary Dodd Worley and Mrs. Elizabeth Dodd Thomas, granddaughters of Mr. Collier. The consideration was approximately $185,000.[151]

The Smith property was at one time part of the Reuben E. Oslin farm, Forrest Avenue having been called Oslin Street in ante-bellum days. John R. Wallace acquired the property from Oslin in 1857 by a sheriff's deed for $670. Wallace held it for nearly 20 years, selling in 1876 to William H. Venable for $2000. Peter Franciso Smith, who lived one block east on Forrest

Avenue, acquired the property by three purchases between 1902 and 1907 for a total outlay of $28,100. Sometime after his death in 1913, the quaint old stone building passed to Emory University. The site was leased in October, 1936, to the Atlanta Packard Motor Company, just across the street, for use as a used car lot, necessitating the destruction of the landmark.[152]

When Marion C. Kiser built the 8-story Kiser Building in 1890, he designed it primarily for law offices, its close proximity to the courthouse being deemed ideal for the purpose. Before it could be leased to lawyers, however, the old Richmond & Danville Railroad occupied it as a general office building for a short time. Soon after the railroad moved out the building reverted to its original purpose, and for many years housed some of Atlanta's leading barristers. Later, as modern office buildings were constructed, the better lawyers moved out and in its last years the massive old red brick structure, still carrying the designation "Law Building" over the Pryor Street entrance, stood forlorn and practically empty. A wrecking contract was let in November, 1936, and the site is now used as a parking lot.[153]

Among current best sellers in the field of fiction as of late June, 1936, were the following: *The Last Puritan,* by George Santayana; *Clansmen,* by Ethel Boileau; *Sparkenbroke,* by Charles Morgan; *Beyond Sing the Woods,* by Trygve Gulbranssen, and *The Doctor,* by Mary Roberts Rinehart.[154] Before the year was out a first novel by a popular young Atlanta woman, Mrs. John R. Marsh, writing under her maiden name, Margaret Mitchell, was to set an all-time record in the "best seller" category.

On Sunday, June 28, 1936, a modest advertisement appeared on the *Atlanta Constitution's* book page. It read:

Just Off the Press—And on Sale in Davison's Book Shop Tuesday,
Street Floor

"GONE WITH THE WIND"

A First Novel by a Well-Known Atlanta Woman, Miss Margaret Mitchell

Specially Priced Until July 4 . . . . $2.75
Price After July 4 . . . . $3.00

On Tuesday, June 30th, Miss Margaret Mitchell will be in our Book Shop to autograph your copy of her book.

DAVISON-PAXON CO.

Atlanta . . . affiliated with Macy's, New York.

The soon-to-be-famous author was of old and substantial Atlanta area stock, running back five generations on the paternal and four generations on the maternal side. She was born November 8, 1900, in a two-story cottage at 296 East Cain Street, the daughter of Eugene Muse and Maybelle Stephens Mitchell.

The former (1866-1944) was a noted lawyer and leader in the cultural development of Atlanta. He was born in this city, a son of Russell Crawford and Deborah Margaret Sweet Mitchell. Russell C. Mitchell (1837-1905), for many years a prominent lumber dealer, a Confederate soldier and city councilman, was born in Madison County, Georgia, a son of the Rev. Isaac Green and Mary Anne Dudley Mitchell. Isaac G. Mitchell (1810-1881) settled on a farm on South River near Panola in 1839. He was a minister of the Methodist Protestant Church and served as a circuit rider until 1856, when he moved to Atlanta. His father, first of the family to settle in the Atlanta area, was William Mitchell (1777-1859), a native of Edgefield District, South Carolina, and a soldier in the War of 1812. In 1834 or 1835 he settled on a farm on South River, below Flat Shoals, or Panola, in Henry, now Rockdale County, about 12 miles southeast of Decatur. He and his son, Isaac G. Mitchell, in addition to some other members of the family, are buried in a family cemetery on this farm.[155]

Margaret Mitchell's mother (1872-1919), was born in Atlanta, the daughter of John and Annie Elizabeth Fitzgerald Stephens. The latter (1844-1934) was the daughter of Philip and Eleanor Avaline McGhan Fitzgerald. Philip Fitzgerald (1798-1880) settled in the Hebron District of Fayette (now Clayton) County in 1822. He and his wife are buried in the town cemetery at Fayetteville, Georgia,—the general locale of much of their great-granddaughter's now famous story.[156]

Two days before *Gone With the Wind* actually went on sale the *Constitution* published an excellent article by Yolande Gwin, dealing with the background of the book and its creator. Wrote Miss Gwin:

"To the already distinguished list of famous writers whose works have been selected by the Book-of-the-Month-Club, Atlanta feels exceptional pride in that *Gone With the Wind,* by Margaret Mitchell, is the choice for July.

"When H. S. Latham came 'marching through Georgia,' it was quite a different story from that of his predecessor, General Sherman. Both invasions, however, played major parts in carving the literary career of Miss Margaret Mitchell, brilliant young author, whose book of 1037 pages, scheduled for publication July 30, is rich with historical events of the stirring days of the 'sixties.

"Mr. Latham, who is vice-president of The Macmillan Company, made his visit to Georgia last spring in search of a southern novel, embellished with the romance and tradition of the old south and last, but not least, by a southern writer. That southern writer was Margaret Mitchell.

"Miss Mitchell, whose work on her book has covered the better part of 10 years, with never a thought of its subsequent publication, was busying herself rounding up Atlanta authors upon the request of a newspaper acquaintance who, in turn, had promised to aid Mr. Latham upon his arrival here, in search of possible book material.

"It was at a tea given in his honor that he learned that the charming young Atlantan, who was dispensing southern hospitality in all its merit and tradition, was an author herself, and not only was she a dyed-in-the-wool southerner, but had written a southern novel as well.

"Arrangements were quickly made for the publishing executive to see her work. Miss Mitchell, who is imbued with an unparalleled sense of humor, laughingly recalled during her interview yesterday, that she has often wondered what Mr. Latham's reactions were when she presented him with sixty large manila envelopes bearing the manuscript. And then later when she wired him at Charlotte, then New Orleans and then San Francisco to send it back. 'I don't want to be an author,' she is quoted as saying. There was no word from the publisher until he arrived in the latter city. It was from there that he wired the Atlantan of the acceptance of her book.

" 'It was then,' said Miss Mitchell, 'that I went to bed. The shock was too great. If I had had any idea that my book was salable I would have stormed the markets long ago.'

"With the acceptance of the book, the author set about the task of checking and rechecking all the facts from four angles. Old papers, diaries, histories and biographies were consulted before she allowed the book to be published. On the Battle of Atlanta alone there were 10,000 references as to the time of day, the weather conditions, etc., of the famous conflict. As for dates and localities, Miss Mitchell found very little to alter. She wrote from knowledge of the subject. The finale of the vast drama of the War Between the States was sounded long before Miss Mitchell was born. The encore lingered on, however, for history, and especially that of a Confederate nature, had been her special forte since earliest girlhood. Her clever pen is fortified with an extensive cognition of literature, plus an extensive clear and certain apprehension of her chosen subject.

"References were for the most part on such matters as the changing mode of travel, dress and costumes. For instance, up until 1890 the modern cuff links were cuff buttons. Hoopskirts, which were the vogue in 1868, were replaced by bustles which completely transformed the female silhouette. Styles of feminine coiffure were verified as to when a headdress was a waterfall, then a chignon and then to cats, rats and mouse.

"In the mention of travel by railroad between Chattanooga and Atlanta, Miss Mitchell was careful in checking that no mention was made of twin lines of steel prior to 1865, for it was during that year that the process of making steel was discovered.

"Miss Mitchell began her book in 1925, merely as a method of amusement. At that time the jazz age was at its height. A book dealing with these customs and conventions would hardly have been appropriate, inasmuch as she herself was a part of that generation. So she turned to the subject she knew—the War Between the States.

"She knew Confederate history. She knew it from lengthy and extensive study and the ever-absorbing conversations with older people. She loved knowing their customs, their pastimes and the memories of their youth. She was especially delighted of an opportunity to interview, both from the standpoint of a newspaper woman and for personal curiosity, the last surviving members of the 'thin grey line.'

"Three automobile accidents and sickness of members of her family over a period of seven years retarded the completion of the book. In 1929, Miss Mitchell confesses, she had written all but three chapters and she gave up, principally because she had never planned to submit it to a publisher. Until Mr. Latham came in search of talent, Miss Mitchell confides that the manuscript was a big help around the house for such necessary notations as party and grocery lists, various recipes and telephone numbers. It was well stained with coffee too, for the author often wrote during her late breakfast hour.

"A representative of distinguished and prominent forbears, Miss Mitchell is the wife of John Marsh, a Georgia Power Company [advertising] executive, to whom the book is dedicated. She is the daughter of Eugene Mitchell and the late Mrs. Maybelle Stephens Mitchell. She attended Washington Seminary in Atlanta and later Smith College in Northampton, Massachusetts. She returned here after college days and made her debut in Atlanta society and subsequently took up newspaper work on an Atlanta paper [the *Journal,* from 1922 to 1926].

"Miss Mitchell says she loathes writing and has made no plans for any future work, although she has been approached by many leading magazines. She is a born story-teller, writing with an easy-flowing and charmingly descriptive style. Before her retirement from active newspaper work, her feature articles [chiefly in the *Journal Magazine*] were outstanding and her reputation as a writer was known throughout the South. Small and dainty in stature, Miss Mitchell made her bid for immortality by writing one of the most brilliant and greatest historical novels by an American. Copyrighted, not only in America, but in Canada, England and Australia as well, the publication date was delayed because of the book's selection for the Book of the Month Club.

"The novel epitomizes the story of the whole South in the hard days of the War Between the States and the harder days of the reconstruction period. It carries especial interest for Atlanta and north Georgia because it tells the story of this section as it has never been told before. By fortunate coincidence the novel is being published when Atlanta is already making plans for celebrating its one hundredth anniversary in 1937, and the vivid picture it contains of the early history of the city will stimulate pride in their city on the part of Atlantans and arouse new interest in Atlanta's dramatic past. . . .

"Miss Mitchell's theme in *Gone With the Wind,* is the varying effects that wars and other national catastrophes have upon people of different temperaments, and in the sharply contrasting characters of Scarlett and Melanie symbolized the women who came out of the war dominating, domineering and hard, and those who retained their sweetness and charm that are traditionally associated with southern womanhood."

That *Gone With the Wind* seemed destined for success even before it went on sale is indicated by the following, written in retrospect by John R. Marsh:[157]

"*Gone With the Wind* was already a big success before it reached the book store counters. Margaret Mitchell herself had not expected it to sell 5000 copies. Her publishers, The Macmillan Company, had been more optimistic but not remarkably so. Their figure for the first edition was 10,000 copies. But before the book reached its official publication date, both the 5000 and the 10,000 goals had been left far behind.

"The book had been scheduled for release in May, 1936. But, in April, *Gone With the Wind* was chosen by the Book of the Month Club and, to accommodate the club, the publication date was moved up to June 30.

"April, May and June of 1936 saw, first, a stirring of suspicion, then a rapidly growing certainty, that something remarkable was about to happen in the book world. A tremor of excitement rippled up, here and there, in far distant parts of the country. It was one of those phenomena that modern communication methods cannot explain. 'One-person-tells-another,' the original communications method and still the best, flashed the news along in a manner almost magical. From mouth to mouth, the word spread, and spread still further, that a book was coming out that you must not miss. Book stores doubled and redoubled their orders. . . ."

Two weeks after publication the book went into its sixth printing for a total of 140,000 copies. One month after it first appeared, *Gone With the Wind* went into its ninth printing, 226,000 copies. Two months after publication 330,000 copies had been printed.[158] Continued Mr. Marsh:

"And so, on and on, higher and higher. By the end of September, the total was 526,000 copies. By the end of October, 700,000 copies. Then in December, 1936, six months after publication, the book hit the million mark—and Margaret Mitchell left town on a vacation trip to Florida, to catch her breath and try to figure out what kind of a fix she had gotten herself into.

"Now, thirteen years later, when the book has sold six times one million copies, has been translated into almost every civilized language, has stirred enthusiasm in Europe, Asia, South America and the islands of the sea, as great as in the author's native South, it is hard to think of *Gone With the Wind* as anything but a giant among books. . . ."

Margaret Mitchell Marsh had joined the exclusive company of Henry W. Grady, Joel Chandler Harris, Coca-Cola and Robert Tyre Jones in bringing national and international fame to Atlanta.

One of Atlanta's most tragic fires occurred just after noon on Thursday, November 19, 1936, when a blaze gutted the interior of the five-story Cable Piano Company building on North Broad Street adjoining the Volunteer Building. Three persons were trapped on the fifth floor and were burned or suffocated to death, while six women leaped from the fourth floor to the roof of an adjoining building. All suffered broken bones or other injuries.

The fire apparently started in an elevator shaft in the rear of the building, the top two floors of which were occupied by the Atlanta Conservatory of Music. Exits were painfully inadequate. Indeed, Fire Chief O. J. Parker later characterized the structure as "one of Atlanta's worst firetraps." The fire department was hampered in its rescue and fire-fighting efforts by lack of enough proper equipment; a surging, hysterical army of some 20,000 spectators, which the police were unable to control; parked automobiles and power lines.

The body of one of the victims, Mrs. J. Porter Smith, was found huddled near a stairway down which she had attempted to escape. The others, Miss Betty Martin, 20, and W. Terry Evans, 23, who planned to be married during the Christmas holidays, perished in sight of a large part of the crowd. They made their way to a front fifth floor window, but were either burned to death or suffocated before firemen could get a ladder to them.

Following the tragic fire there was loud and vehement criticism of the way matters were handled by both the fire and police departments. Acting Mayor Ellis B. Barrett (Mayor Key was in Florida at the time) instituted an immediate probe. In brief, the evidence brought out at the session was simply that the fire department needed more aerial ladders, more smoke masks, better fighting equipment and less crowded conditions when battling a fire. Councilman Howard Haire, a member of the board of firemasters, asserted that "mob hysteria" caused most of the complained-of delay.[159]

The needed equipment was acquired in due course. And not too soon, for Atlanta's two worst fires, in point of lives lost, lay ahead—the Terminal Hotel fire of 1938, and the Winecoff fire of 1946.

On November 3, 1936, President Roosevelt was re-elected overwhelmingly against Alfred Landon. He carried Georgia and Fulton County by an average majority of ten to one. The state and local primaries, held a couple of months earlier, resulted, however, in a new deal for both Georgia and Atlanta.

Governor Talmadge had antagonized many Georgia voters by expelling certain state officers through the use of military force; by his summary methods of handling state finances, and by a series of attacks on President Roosevelt and the New Deal during 1935. Terming Senator Russell a "rubber stamp of Washington bureaucrats," he announced, on July 4, 1936, that he would run against the Senator in September. The campaign was a bitter one, but Russell prevailed by a popular vote of 256,154 to 134,000 for Talmadge.[160]

Meanwhile, during the summer of 1936, three candidates announced for governor to succeed Talmadge. They were Judge Blanton Fortson, of Athens; Charles D. Redwine, of Fayetteville, president of the state senate and a Talmadge man, and E. D. Rivers, former speaker of the house and an ardent New Deal and Roosevelt supporter. Rivers was elected on September 9 by a large majority over both of his opponents, carrying 142 out of 159 counties.[161]

Mayor Key stood for re-election in the municipal primary of September 2, 1936. He had two opponents, William B. Hartsfield, father of the Municipal Airport, member of city council, 1923-1928, and of the State Legislature, 1933-1936, and James L. Wells, president of the Sloan Paper Company and a highly regarded businessman.

The forthcoming primary drew the following comment from the *Constitution* on September 1:

". . . While today will be the calm before the storm, so to speak, candidates will wear their usual expressions of apprehension. The nervous strain of a campaign, which has commanded little local interest because of the overshadowing pre-eminence of heated senatorial and gubernatorial contests, has taken its toll.

"Realizing the futility of attempting to hold mass meetings to any appreciable degree and witnessing the poor attendance and the general apathy of voters concerning local contests, candidates have been forced to carry their campaigns directly into the homes of voters through house-to-house canvasses. This has been particularly true in contests for council, the school board and membership on the Democratic executive committee.

"Key, Wells and Hartsfield have been more fortunate in getting crowds to their rallies but even they have been disappointed.

"Both Hartsfield and Key have equipped themselves with amplifying apparatus, and these have aided in drumming up a curious public, but the enthusiasm of former mayoralty battles, the smoking fever heat formerly displayed has been lacking.

"Key last night reiterated his claim that he has prevented the city from being forced into bankruptcy because of his watchfulness over the city treasury. He recounted how he has preserved the credit of Atlanta while other cities were facing fiscal disaster, and asked voters to elect him for a new term if 'you approve of my policies and my achievements.'

"Hartsfield continued to flay Police Chief T. O. Sturdivant and A. Lamar Poole [chief of detectives], to chide Mayor Key for his administration of the police department, to criticize the administration of city affairs generally, and ended with an assertion 'I am willing for this election to be a referendum on whether the people of Atlanta want to keep Sturdivant and Poole, or want them fired.' He has promised to oust both officials if he is made mayor.

"Wells has insisted that Key has bungled management of city financial affairs, that the mayor has 'adopted a crack-pot policy of city administration,' and that a change is inevitable. He has contended that Key has served his usefulness, scored the police department administration and ended his bid for preference by asserting 'since I am the only businessman in the race, I am confident the people of Atlanta want me for mayor.' . . ."

The 1936 primary was unique in that never before in recent city political history had the mayor and the entire council been before voters at the same time. This situation was accounted for by the ward and council reduction bill of 1935, to take effect January 1, 1937.

Key and Hartsfield, the latter having been tagged "reform candidate," ran neck and neck. Final vote was Hartsfield, 8951; Key, 8534, and Wells, 3073. The close count necessitated a runover between Key and Hartsfield on September 23. This time Hartsfield's campaign for a reduction of the city's deficit and a clean-up of the police department attracted more votes. He won, 12,348 to 8174 for veteran campaigner Key.[162]

Said the mayor-elect, who was destined to break James L. Key's 10-year record for longevity in the office:

"I want to thank the thousands of people who expressed their confidence in me at the polls. It is a wonderful thing to realize that more than 12,000 persons went into the voting booths yesterday, and of their own volition, uninfluenced by anyone, looked upon my name and left it there on the ballot.

"If there were but one thing in the world I could have now, it would be to have my dear mother, who passed away last February, with me. She was always my inspiration and chief supporter in my former races for alderman and member of the legislature. When I take office as mayor, the first thing I am going to do is place her picture on my desk, and I know I can look there and find the right answer for many of the perplexing problems that lie ahead of me.

"The wonderful vote given me is an inspiration to the giving of my best efforts in behalf of the people, and I want to pledge you the best that is within me as your next mayor.

"I am glad that the issues of this campaign were so clearly defined, and that the people gave an overwhelming vote on them. Their vote is a mandate to carry out my platform and I am asking the council to aid me as I answer the voice of the people."[163]

The new 18-man council elected to serve with Mayor Hartsfield was composed as follows:

Aldermen:

1st Ward, G. Dan Bridges.
2nd Ward, Edwin A. Gilliam.
4th Ward, Roy E. Callaway.
3rd Ward, Robert L. Carpenter.
5th Ward, Frank H. Reynolds.
6th Ward, I. Gloer Hailey.

Councilmen:

1st Ward, Charles L. Chosewood, Cecil W. Hester.
2nd Ward, George B. Lyle, Eben A. Minor.
3rd Ward, J. Allen Couch, William T. Knight.
4th Ward, C. Malcom Bolen, John T. Marler.
5th Ward, J. Frank Beck, John A. White.
6th Ward, J. Howard Haire, Frank Wilson.[164]

The local death roll for 1936 included the names of many well-known and valued citizens. Among them were Clark Howell, Sr., veteran journalist, president and editor of the *Constitution,* born at Erwinton, South Carolina, in 1863, at which time his father, Evan P. Howell, was serving as a captain of infantry in the Confederate army; Dr. John Hope, noted Negro educator, president of Atlanta University since 1929 and formerly, for 25 years, president of Morehouse College, a native of Augusta, Georgia, and a Morris Brown graduate of 1894; Dr. Edgar F. Fincher, physician, civic and church leader, a native of Gwinnett County and a local practitioner since 1901; Edward R. Hays, Sr., pioneer contractor and building inspector of the city of Atlanta from 1906 to 1916; Aloysius A. (Al) Doonan, athletic enthusiast, for more than 20 years the leading spirit of the Atlanta Athletic Club, well-known real estate man and member of one of Atlanta's oldest families; Edgar A. Angier, former councilman and city attorney, born on Whitehall Street in 1851, and last surviving son of pioneer citizen Nedom L. Angier; Clarendon Bangs, nationally known stamp collector and retired U. S. customs official, former mayor of Demorest, Georgia, and a native of Boston, Massachusetts; R. Lee Miller, dean of local embalmers and long connected with H. M. Patterson & Son, born in Millersburg, Kentucky, and came to Atlanta in 1884; William P. Walthall, prominent realtor, born at Palmetto, Georgia, and a member of Georgia Tech's first graduating class; Major Devereaux F. McClatchey, Southern Bell Telephone Company executive and formerly secretary of the Georgia state senate, member of a pioneer Marietta, Georgia, family; Richard F. Sams, of Clarkston, formerly an official of the Virginia-Carolina Chemical Corporation, born near Beaufort, South Carolina, and brought to Atlanta in early life where his mother was a beloved school teacher; W. Henry Smith, assistant secretary of the Retail Credit Company, born in Gainesville, Georgia; Henry Weber, widely known wrestling promotor, a native of Austria; John F. Mims, born in Atlanta in 1856, son of Atlanta's 1853 mayor; Judge William T. Buchanan, member of a pioneer local family, formerly a city official of the town of Edgewood, and for six years judge of the De Kalb division of the municipal court; Allan T. Artley, widely known contractor and builder, formerly of Savannah and a native of Williamsport, Pennsylvania; William J. Dabney, founder of the W. J. Dabney Implement Company and mayor of Decatur in 1915-1916, born in Conyers, Georgia; the Rev. C. A. Norton, well-known Methodist minister and leader in Methodist affairs; Dr. James F. Sellers, nationally known chemist, dean of Oglethorpe University and a former dean of Mercer University, born in Starkville, Mississippi; Harry G. Poole, native Atlantan and a prominent undertaker; Peter Poolos, a leader in the local Hellenic colony and a founder of the Greek church in Atlanta, came to the city from his native Greece in 1901; James E. Van Valkenburg, well-known lawyer, a native of Decatur; David N. Williams, a founder of the old Peachtree Road Commercial Bank (now Buckhead branch of the Fulton), former member of the Fulton County board of education and for many years a deputy tax collector of Fulton County; Dr. E. L. Hanes, a practicing dentist in Decatur for 30 years and a former editor of the *De Kalb New Era,* born in Jonesboro, Georgia; Thomas H. Martin, died in Tacoma, Washington, where he had resided for 26 years, one-time secretary, until 1901, of the Atlanta Chamber of Commerce, publisher, during the 90's, of the magazine *Dixie* and author of *Atlanta and Its Builders,* published in 1902; James M. Goldsmith, 97, retired businessman, Confederate veteran and last surviving son of pioneer citizen Turner Goldsmith; Dr. William A. Cawhern, a practicing physician in the old Fifth Ward in northwest Atlanta for 50 years.[165]

Others were Thomas Ed Matthews, veteran retail furniture dealer and a native of Atlanta; Joseph S. Raine, nationally known insurance executive, secretary of the Southeastern Underwriters' Association from 1906 until his death, a native of Albany, Georgia; Raiford F. Watkins, widely known young Decatur fraternal and religious leader and a mathematics instructor at Georgia Tech, born in Newnan, Georgia; Dr. William J. Young, noted theologian and an original 1914 member of the Emory University theological school faculty, a native of Baltimore; Dr. Ludwig Amster, died in New York, a native of Austria, an Atlanta physician from 1891 to 1919 and a founder of the Piedmont Hospital; William B. Spann, vice-president of the Citizens & Southern National Bank, born in Savannah where he began his banking career; William P. Anderson, Baptist leader, for 14 years superintendent of the Baptist Orphans' Home at Hapeville, to the inmates of which he was known as "Uncle Pat"; William H. Brittain, former president of the J. M. High Company, a native of Bartow County and brother of Dr. M. L. Brittain, of Georgia Tech; Frank B. Jamison, highway contractor and a noted musician, Spanish-American War veteran and a native of West LaFayette, Indiana; Graves Smith, prominent young banker, a native of Birmingham, and a graduate of Emory University, *magna cum laude,* in 1930, a son of Edward D. Smith, vice-president and general counsel, Southern Bell; Dr. Horace Grant, retired physician and real estate man, founder of the "National Order of Pipe Smokers"; Dr. T. R. Kendall, a Methodist minister for 49 years and a Confederate veteran—wounded at the Battle of Peachtree Creek, a native of Upson County; Harry M. Perkerson, city tax assessor since 1923 and a former haberdasher, son of the late Fulton County Sheriff Angus M. Perkerson; John W. Heisman, Georgia Tech football coach from 1904 to 1920 and president of the Atlanta Baseball Association, 1908-1910, born in Cleveland, Ohio, and died in New York City; Dr. Len G. Broughton, noted minister and founder of the Baptist Tabernacle, a native of Wake County, North Carolina; Frank M. Thompson, noted railroad passenger traffic executive and civic leader, a son of Robert G. Thompson, pioneer restaurateur; Hiram R. Cannon, widely known hotel man and former state legislator, president of the Henry Grady Hotel Company, born in Rabun County; Colonel Robert R. Shropshire, veteran lawyer and native of Coweta County; W. J. Brownlee, a resident of Atlanta for 55 years, a leader in the Peachtree Baptist Church and widely known dairyman, born in Gwinnett County; the Rev. Wilbur P. Thirkield, died in Brooklyn, New York, a retired Bishop of the Methodist Episcopal Church, founder, in 1883, of Gammon Theological Seminary in Atlanta and subsequently president of Howard University in Washington; Frank Tucker Mason, president of the Pine Mountain Granite Company, a native of Chicago and a graduate of Andover and Yale; Frank C. Gilreath, Sr., prominent journalist, head of the Gilreath Press Syndicate and a native of Cartersville, Georgia; George W. Harrison, Jr., president of the Harrison Company, law book publishers; Dr. W. S. Elkin, Jr., for many years a partner in the old Elkin-Watson Drug Company at Five Points, a former president of the National Association of Retail Druggists and a native of Lancaster, Kentucky; Paul H. Randall, a founder, with his late brothers W. L. and H. G., of the firm of Randall Brothers, born in Decatur and reared at Vinings in Cobb County; W. Manning Poole, for many years a Peters Street grocery merchant and a former Fulton County commissioner, brother of the late Messrs. T. O. and Harry G. Poole; Dr. Charles O. Jones, for 17 years superintendent of the Georgia Anti-Saloon League and a Methodist pastor for 64 years, born in Fayetteville, North Carolina; Raphael M. Massell, retired real estate dealer, prominent in the affairs of Atlanta's Jewish community and father of Ben J., L. I., and S. A. Massell; Howard Geldert, prominent insurance and fraternal order man, known as the father of the Atlanta De Molay Club, born in Nova Scotia and a local resident since 1901; David H. Strauss, vice-president and treasurer of Rich's, Inc., for 40 years a vital figure in the southeastern mercantile field; George W. Harrison, Sr., pioneer Atlantan, for many years state printer and founder of both the Franklin Publishing Company and the Harrison Company, born near Cuthbert, Georgia; William Candler, previously noted, killed when his auto struck a cow on Highway 38, near Valdosta; William L. Pomeroy, trust officer, the Trust Company of Georgia, born in Holyoke, Massachusetts, and a brother of Fulton superior court Judge E. E. Pomeroy; Forrest Adair, noted realtor, Mason and Shriner, founder of the Scottish Rite Hospital and a prime mover in the development of the city over a period of 40 years; Joseph F. Gatins, died in New York, member of a pioneer Atlanta family and builder of the Georgian Terrace Hotel; William E. Chapin, an outstanding figure in southeastern insurance circles, prominent in the social and cultural life of the city and distinguished for his quiet, unobtrusive philanthropy, a native of Richmond, Virginia; and J. Carroll Payne, noted attorney, banker, art patron and philanthropist, born in Warrenton, Virginia.[166]

(1937)

On New Year's Day, 1938, the *Constitution,* in reflecting upon the local events of 1937, said:

"Mr. 1937 fired his news gun at the pages of the *Constitution* and headline targets dropped behind time's eternal rifle range.

"Pulling the trigger with steady hands and sure aim, the now dead year blasted away consistently during the 12 months of his lively existence.

"He hit tragedy and comedy, life and death, love and laughter, disaster and joy, a motley range of news events that began in January with the inauguration of E. D. Rivers as Governor of Georgia, and William B. Hartsfield as mayor of Atlanta.

"In the same month he rang a heartstring bell when the city began a Red Cross drive to aid flood sufferers in the Ohio river valley and went over the top a week later.

"With machine-gun like rapidity, news broke in February. The brief month saw the house of representatives vote free school books; citizens and officials protested wild police chases; the death of Collins Bird, prominent hotel man, in an auto crash, and the escape of three prisoners in De Kalb County.

"March kept pace with Mr. 1937's news shooting. . . . Prohibition repeal was debated in the Georgia house. Mayor Hartsfield was guarded because of threats by 'bug' men as a result of the police drive to end lottery activities.

"Stocks in Georgia prison camps were abolished by order of the State Prison Commission. . . . City council raised water, sanitary and tax rates in conformity with legislative action in a sizzling record-breaking five-minute session, and the grand jury launched a probe of liquor car chases through the city.

"April offered up its clay pigeons, as the baseball season and daylight saving time bowed in, and labor struggled in convention here, with the Georgia Federation of Labor executive board refusing to unseat A. Steve Nance as president. A court battle loomed over records of the Georgia Federation of Labor as Charles B. Gramling was elected to head American Federation of Labor delegates and Nance was chosen to head the Committee for Industrial Organization faction. . . .

"May recorded additional triumph for Margaret Mitchell, famed Atlanta author of *Gone With the Wind,* with announcement of her cyclonic-selling novel winning the year's Pulitzer prize award. . . . Dorothy Kirby won the southern amateur golf title, and Marion Allen was named collector of internal revenue. . . .

"July contributed its kaleidoscope for Mr. 1937 to shoot at. Steiner Clinic obtained a giant X-ray machine with which to combat cancer. Nine Georgians died in Independence Day observations. A wall of rain water forced a WPA worker into a city sewer, gave him a two-hour, 50-mile-an-hour ride. Fire destroyed the Barrett Food Products Company at 444 Marietta Street. . . .

"Labor's internal strife echoed when the Atlanta Federation of Trades unseated A. Steve Nance, president of the Georgia Federation of Labor, as a delegate to its meeting. Atlanta-Warm Springs roadway was tentatively named the Clark Howell Memorial highway, and Bible purchases by the state for school children was termed an attack on a 'free church.'

"Summer danced into August and more moving targets came within Mr. 1937's range. An 8-year old boy was sucked into an open sewer and drowned; a miracle baby was born five minutes after the death of the mother, and the roof of the municipal auditorium collapsed.

"Now in September, Techwood Homes marked its first year, and Harry Sommers was chosen to lead the Community Chest Fund drive. Gamblers closed all 'hot spots' around the city, due to pressure of authorities, and the Fulton County grand jury began a sweeping investigation of graft and organized crime.

"October pushed itself upon the horizon, while great crowds greeted Evangeline Booth, here to address the Salvation Army congress, and a 3-year old boy made proverbial news by biting his pet dog. The grand jury 'heat' remained on, and New York experts predicted Atlanta will dominate the southern region in the year's total retail sales.

"November submitted its share of events. A new grand jury was organized to take up the drive against police graft; fire damaged the Carroll Furniture Company, and Troy G. Chastain was elected to the county commission to succeed the late Edwin F. Johnson.

"Feeble, and aware of approaching death, Mr. 1937 still continued his fire in December. A major cold wave struck, followed by a second offensive from King Winter. . . . Council rejected immediate action on a proposal to create 10 one-way streets in downtown Atlanta. Christmas came and went in a blaze of glory, with prospects bright for business in 1938.

"And Mr. 1937 toppled into history, gun and all."

William B. Hartsfield lost no time in making good his campaign pledges. On January 5, 1937, the day following his inauguration, Police Chief T. O. Sturdivant and Chief of Detectives A. Lamar Poole resigned. At the same time Lieutenant Marion A. Hornsby, a veteran officer and member of one of southwest Fulton County's oldest families, was named chief. A vigorous campaign against "bug" operators, gamblers and racketeers was begun forthwith.[167]

The city's precarious financial situation came up for consideration next. When Hartsfield took office as mayor, the city was $3,000,000 in debt and near bankruptcy. It was operating under the long outmoded "anticipation of revenues" system, which, by its very nature invites new deficits and fattens old ones. As graphically illustrated by the Cable Piano Company fire, police and fire equipment was not only inadequate, but much of it in poor repair.

With the assistance of bankers who had faith in his ability and character, the new mayor refunded the more pressing obligations. Also inspired by him, the county's delegation in the state legislature obtained legislation setting up a model budget system for the city. Under its provisions the city cannot budget more than 99 percent of the receipts of the previous year. Since then, council has usually held to around 95 percent, which has resulted in a cash carry-over each year of about $2,000,000.

Under this cash system the city has not had to borrow a cent for operating purposes, and annually saves about $25,000 by taking 2 percent discounts on bills. As of January 1, 1953, despite issuance of bonds for capital improvements such as traffic expressways, schools, libraries, parks, aviation, auditorium, sewers, and so on, the city's total bonded indebtedness was $29,913,000 against a legal limit for such indebtedness of $48,249,000.[168]

When veteran City Comptroller Lawrence A. James retired on July 31, 1953, he expressed the belief that the model budget law of 1937 was the city's most impressive achievement during his 45 years of service.[169]

Governor E. D. Rivers set about promptly to keep some of his platform pledges, particularly in the matter of highways and the reduction of ever mounting highway fatalities. On February 2, 1937, proposals for a state highway patrol and a driver's license law hurdled their first test, when an administration-supported bill providing for both, passed the house of representatives.[170] It was not long before the proposed innovations became realities.

A few months later, on June 30, the forthcoming construction of Georgia's first four-lane highway, the new Atlanta-Marietta highway, was announced. The contract was let on July 16,[171] and the first link of the road, extending from a point on Northside Drive near Arden Road to the old Marietta Highway #41 at a point north of Marietta, was opened in mid-May, 1938.

Grady Hospital took a long step forward, and another "'first" was established in Atlanta, on August 18, 1937, when hospital Superintendent John B. Franklin announced that Grady would immediately establish a "blood bank." Wrote Frank Drake, of the *Constitution,* on the 19th:

". . . To avoid delays in procuring proper type blood when needed for transfusions, the hospital will obtain a supply of blood of all types and keep it in cold storage, lending patients needing transfusions the necessary blood of the correct type at a moment's notice.

"At his leisure, the patient can obtain a donor with any type blood to repay the loan from the 'blood bank,' Franklin said.

"Though the 'bank' idea has been in successful operation for some time in a number of large cities, it is the first to be established in Atlanta. The Grady Hospital board of trustees, of which Samuel Candler Dobbs, Sr., is chairman, yesterday gave wholehearted approval to the progressive step. . . ."

The wisdom of the innovation has long since been amply demonstrated.

From Atlanta's earliest beginnings as a town, the Catholic Church had played an important part in the religious life of the community, though Atlanta had never enjoyed the prestige of being designated as a cathedral city. That deficiency was remedied on April 11, 1937. Said the *Constitution* on the 12th:

"Atlanta now takes equal rank with Savannah as a cathedral city, bishopric and center of life of the Catholic Church of Georgia, under an official decree of the Holy See, it was announced yesterday at Savannah by Bishop Gerald P. O'Hara.

"Among 'canonical effects' of the decree listed in the bishop's announcement are that the Church of Christ the King, to be built in Atlanta [at Peachtree Road and Peachtree Way], will be raised to the dignity of a co-cathedral *honoris causa.*

"During certain periods of the year, the decree also stated, the bishop of the diocese will have his official residence in Atlanta at the co-cathedral.

"The diocese itself will be known officially as the diocese of Savannah-Atlanta.

"Ceremonies of Holy Week will be performed by the bishop every other year in the co-cathedral, the announcement stated further.

"Bishop O'Hara said the change the papal decree effects will not diminish the prestige of Savannah as a cathedral city, but that Savannah will be 'merely sharing the honor, which it has always enjoyed, with Atlanta, the capitol of the state and a sister city.'

"He added that the 'admitted importance of Atlanta not only in the state but throughout the country calls for recognition on the part of the Catholic Church, and hence the action.'

"Bishop O'Hara is due in Atlanta early this morning from Savannah to attend the opening of bids tomorrow for construction of the co-cathedral. He will be here for a few days, at the rectory of the Church of Christ the King on Peachtree Road,[172] of which the Very Reverend Joseph E. Moyland is rector.

"The changes become effective immediately."

Saturday, November 6, 1937, was moving day for farmer James Allen and family, of Rex, a few miles south of Atlanta. Rising before dawn, Allen loaded a borrowed truck with his worldly goods, his wife and his child, James, Jr. The route to the new farm led across the main line of the Central of Georgia Railroad at the little town of Lovejoy. Whether or not farmer Allen either saw or heard the northbound *Southland,* headed at full speed toward Atlanta, will never be known. The sagging truck attempted to cross the track from a side road just as the train reached the same point.

Engineer Don C. Wall had little warning—just enough to close his throttle and apply the emergency brakes on the heavy mountain-type locomotive. The terrific impact reduced the truck to small pieces, hurled household goods far and wide and ushered Mr. and Mrs. Allen into the next world forthwith. The two-year-old child died en route to an Atlanta hospital.

Apparently a rod, bolt or some piece of steel in the truck's cargo caught beneath the engine, already vibrating from the sudden application of air brakes. At any rate, it dove from the track on Negro fireman Jim Henry's side, narrowly missed a small frame church, and came to rest, bottom up, in a plowed field. The fireman was injured. Engineer Wall, a resident of Atlanta and a veteran of 37 years with the Central, died with his hand frozen to the brake valve. Both men were pulled from the cab by members of the recently inaugurated state highway patrol.

Four cars just behind the locomotive left the rails, three of them coming to rest upright but exactly perpendicular to and across the track upon which they had been rolling toward Atlanta a moment before. It was probably the most spectacular derailment ever experienced by the Central in the Atlanta area. The train was loaded with passengers. Only two were even slightly injured.[173]

One of Fulton County's ancient landmarks passed out of existence in 1937 when Austell's Ferry across the Chattahoochee River, connecting South Fulton (formerly Campbell) County with Douglas County, was abandoned in favor of a modern concrete bridge, the only bridge across the river, incidentally, between Garrett's Bridge near Adamsville and Newnan.

The old ferry, originally known as Gorman's Ferry, had been established a hundred years before by Claiborn Gorman, a pioneer river-bottom settler of Campbell County, who built his home three-quarters of a mile from the west bank of the stream. The Gorman plantation and ferry was acquired by General Alfred Austell, of Atlanta, formerly of old Campbell County, about 1870. When Alfred Austell, Jr., graduated from Yale about the turn of the century, he returned home to run the farm. For years and years the old flat had fetched wagons, teams and carriages across the river. Austell injected a modern note. He returned in an automobile which he had named the "Red Devil," thus becoming the first motorist, not only to cross the ferry, but of the neighborhood. When he died in 1922 he willed both plantation and ferry to his faithful housekeeper, Miss Mamie Weir. Miss Mamie continued to supervise the operation of the ferry until the bridge consigned the ancient flatboat to oblivion.[174]

As in previous years, 1937 took its toll of good citizens. Among the deceased were A. Lamar Poole, veteran chief of detectives, a law enforcement officer for 35 years and native of Fulton County, died only a few days after his resignation; Harry L. Wills, local radio pioneer, connected with the Georgia Power Company and its predecessors since 1902; Wallace J. Fraser, certified public accountant and member of a pioneer Atlanta family; William H. Aaron, for 12 years lecturer at the Cyclorama, a native of Covington, Georgia; Oliver H. Puckett, chief clerk of the municipal court of Atlanta for 20 years, a former justice of the peace and widely known in political and fraternal circles; W. W. Waits, veteran railroad man and Masonic leader, former alderman and, since 1912, local superintendent of terminals for the Southern Railway; Robert H. White, Sr., president of the Southern Wood Preserving Company, a graduate of Young Harris College and native of Sumter County; Matthew B. Torbett, prominent Mason, former insurance man and long-time resident of

Atlanta; John F. Bradley, of College Park, division superintendent of the Railway Mail Service and active in Masonic circles, a native of Cartersville, Georgia; Daiden Asbury, general agent for the Southern Pacific Railroad in Atlanta for 40 years, originally of Cave Spring, Georgia; General Walter E. Bare, distinguished soldier and general commercial manager of the Southern Bell Telephone Company, a native of Lexington, Kentucky; Zachary Taylor McKee, 90, Confederate veteran and pioneer De Kalb County citizen; A. F. N. Everett, widely known native-born architect; the Rev. Wiley M. Suttles, Baptist minister and teacher in the Fulton County schools, born at Ben Hill, member of a pioneer family of that section; Benjamin F. Joel, business and civic leader, a partner in the old Bass Dry Goods Company and a native of Milledgeville, Georgia; Henry Cabaniss Peeples, noted lawyer and scholar, born in Athens, Georgia, a son of the late Judge Cincinnatus Peeples; Edgar Chambers, Jr., prominent young attorney and president of the West View Cemetery Association, a graduate of Emory University law school and a son-in-law of Asa G. Candler, Jr.; Isaac Stiles Hopkins, well-known lawyer and former partner of Governor John M. Slaton, a son of the first president of Georgia Tech; George Bird, native-born Englishman and president of the Bird-Potts Company, pioneer Atlanta welding firm; Robert Benson Davis, 94, pioneer Atlantan and last known Confederate survivor of the Battle of Atlanta, a native of Hall County; Dr. Lewis J. Blanton, a practicing physician in Atlanta for 40 years and native of Cherokee County; Charles F. Beaton, widely known music teacher and composer, born at Stone Mountain; the Rev. Marvin Williams, for 30 years a Methodist minister, a graduate of Emory and native of Athens, Georgia; James H. Robinson, for many years associated with the Western Union Telegraph Company, one of the oldest living graduates of the University of Georgia and member of a family which settled in Atlanta in 1847; Harry M. Gershon, noted young insurance man, a son of the late George A. Gershon, civic and business leader; John A. Whitner, pioneer Atlanta insurance man, born in Chambers County, Alabama, and a resident of Atlanta since 1863; Carl N. Guess, legislative and civic leader of Stone Mountain, Spanish-American War veteran and father of Judge Frank Guess, of Decatur; Frank A. Leatherman, talking picture inventor and manufacturer, prominent in fraternal circles and a native of Springfield, Illinois; H. Clay Moore, Sr., engineer, businessman and clubman, born in Mechanicsburg, Ohio; Dr. Samuel L. Morris, pastor *emeritus* of the Morningside Presbyterian Church and former secretary of the Home Mission of the Southern Presbyterian general assembly, a native of Abbeville County, South Carolina; the Rev. Dr. Willis W. Memminger, beloved churchman and for many years rector of All Saints Episcopal Church, originally of Tampa, Florida; the Rev. Russell K. Smith, rector, since 1909, of the Epiphany Episcopal Church, born in Pittsburgh, Pennsylvania; William B. Symmers, well-known local banker since 1890, born in London, England; Judge Walter Terry Colquitt, distinguished attorney and a leader in Atlanta's social, civic and religious life, a son of the late Governor and Senator Alfred H. Colquitt; Harry P. Hermance, died in Miami, Florida, for several years a resident of Atlanta as southern manager of the F. W. Woolworth Company and a prominent figure in the growth of Oglethorpe University; L. N. Morgan, chief of the Decatur fire department; Dr. W. Edgar Barber, prominent physician and former president of the Fulton County Medical Society, born in Hawkinsville, Georgia; Craig Cofield, retired insurance executive and a local resident for 45 years; John C. Hallman, 93, known as Atlanta's "grand old man," a local merchant and industrialist since 1868 and a Confederate veteran, born in Shelby, North Carolina; Dr. Lewis M. Gaines, noted physician and son of the first president of Agnes Scott College; Thomas D. Stewart, wholesale grocer and banker, originally of Conyers, Georgia; the Rev. Elias Hinton Wood, retired Methodist minister and last surviving son of pioneer settler Jesse Wood; Peter F. Clarke, an Atlanta banker for 60 years, organizer of the old Germania Loan & Banking Company, later the American Savings Bank, a native of New York.[175]

Others were Robert B. Seagraves, a pioneer citizen of the Grove Park area and former chairman of the Fulton County board of tax assessors; Dr. Melvin C. Hardin, a well-known local osteopath since 1899, born in Kentucky; Charles A. Bickerstaff, manager of the southern department of the Fireman's Fund Insurance Company and native of Selma, Alabama, struck and killed by lightning on the East Lake golf course; Dr. Dunbar Roy, native Atlantan, prominent physician, world traveler and author; Herman B. Evins, former Atlanta lawyer and vice-president of the Western Coca-Cola Bottling Company at Chicago; John F. Scott, former alderman and prominent local labor leader, originally of Fayette County; S. J. Mitchell, 90, Confederate veteran and a pioneer citizen of North Fulton County; Jones H. Ewing, Jr., businessman and former city treasurer, a native Atlantan; Captain John S. Madden, lieutenant of guards at the Federal Prison, Spanish-American War veteran and a noted poet; John T. Toler, circulation manager of the *Constitution* for 26 years, known for his friendly nature, a former president of the International Circulation Managers Association; Dr. Jefferson Davis Crenshaw, prominent dentist and a resident of College Park for 50 years; William L. Kemp, lawyer, insurance man and a national official of the Sigma Nu fraternity, born in Albany, Georgia; Dr. Archer Avary, Sr., 90, surgeon-general of the United Confederate Veterans, a retired Atlanta physician and member of a pioneer De Kalb County family; John G. Johnson, Sr., real estate owner and developer, a pioneer resident of the Rock Springs area; Fred Wedemeyer, widely known musician, leader of the old Wedemeyer Band and originator of the Yaarab Temple Band, a native of West Point, New York; Benjamin F. Hilderbrand, 93, pioneer North Fulton County farmer and a Confederate veteran; Joseph M. Clayton, widely known electrical contractor, born in Waynesville, North Carolina; Samuel E. McConnell, came to Atlanta 40 years before from Gainesville, Georgia, founder of the S. E. McConnell & Sons Wholesale Dry Goods Company; Edwin F. Johnson, Fulton County commissioner, former city councilman, newspaper and advertising man, a native of Atlanta; Will Lively, Atlanta's official dog catcher from 1917 to 1933, victim of 10,500 dog bites; Hunt Chipley, died near Charlottesville, Virginia, former Atlantan and retired vice-president and general counsel for Southern Bell, a graduate of the University of Virginia; Dr. Abner W. Calhoun, physician and faculty member of the Emory University School of Medicine, born in Atlanta, a son of the late Judge Andrew E. Calhoun; Simon Freitag, secretary of the Oberdorfer Insurance Agency and a Jewish community leader; Dr. Rufus T. Dorsey, noted physician and surgeon, organizer of the first Auburn football team and the first intercollegiate football player to score a touchdown (1892) in the states of Georgia and Alabama, born in Fayetteville, Georgia, brother of Governor Hugh M. and Cam D. Dorsey; Dr. L. Sage Hardin, eminent local surgeon for almost 40 years, born in Blacksburg, South Carolina; James K. Jordan, well-known lawyer, an authority on real estate law and contracts, a veteran of World War I, and a native of Sandersville, Georgia; Lewis C. Adler, popular Peachtree Street haberdasher, a native of Philadelphia; Isaac N. "Uncle Ike" Ragsdale, former mayor of both Atlanta and Oakland City; Mrs. Olive J. Milliken, a Christian Science leader in Atlanta for 30 years; Walter S. Pharr, educator, tobacconist and realty owner in the Buckhead area, son of Samuel Pharr, whose plantation once included the present Haynes Manor; Seaborn L. Ivey, retired Buckhead District farmer, a resident of Fulton County 60 years, and a native of Walton County; Robert Smith Pringle, noted architect, came to Atlanta from Columbia, South Carolina, in 1907; Robert R. Johnson, president of the Campbell Coal Company and a native of Eatonton, Georgia; Major Hugh H. Gordon, formerly of Atlanta, died in Miami, Florida, born in La Grange, Georgia, the oldest son of the noted General John B. Gordon; William B. Disbro, Sr., born in Bellevue, Ohio, and came to Atlanta in 1886, where he was long prominent in the lumber business; Dr. Julius E. Sommerfield, a local eye, ear, nose and throat specialist for 40 years, originally of Cincinnati; Dr. Henry R. Donaldson, well-known physician and prominent in musical circles, a native of Eastaboga, Alabama; Foster L. Hunter, funeral director and former mayor *pro tem,* alderman and deputy sheriff; Captain John A. Scharf, co-organizer and director of the Atlanta police band and an outstanding trumpet player who once played in Sousa's band; Ulric S. Atkinson, died in New York City, formerly a well-known Atlanta insurance and clubman, born in Atlanta in 1870; Henry B. Scott, former president of the Atlanta Real Estate Board, a native of Decatur, Alabama; Edward C. Peters, pioneer civic and business leader, wealthy realty owner and founder, in 1890, of the Peters Land Company, a son of Richard Peters, early Atlanta developer, and Lindsey Hopkins, financier and philanthropist, a pioneer local aviation enthusiast and automobile distributor, and native of Reidsville, North Carolina.[176]

Nineteen thirty-seven came to a close on a happy and optimistic note. Home owners got a tax break when, on December 16, Governor Rivers signed the $2000 homestead exemption bill into law.[177]

Postmaster Lon Livingston reported on Christmas eve that 1937 had been the best year in the history of the office—far ahead of 1929. As to general business conditions, the *Constitution* said on December 24:

> "Atlanta moved forward commercially, industrially and financially in 1937, and prospects are bright for an upward swing in 1938.
>
> "This was revealed yesterday in a check-up of reliable business barometers which record the flow of the city's commercial activities.
>
> "Leaders revealed that, in some lines, Atlanta's business so far this year has reached all-time highs, while in others it reached 'boom' levels. Healthy progress was recorded in fields where records were not broken.
>
> "The encouraging reports came from leading retail stores, the post office, gas company, power company, chain grocery store firms, telephone company, the Chamber of Commerce, Federal Reserve Bank, and other sources. . . ."

The depression had gone by the board.

It has been an even hundred years since members of engineer Stephen Harriman Long's staff drove a pine stake in the ground on Reuben Cone's land lot No. 78, marking the southern terminus of the proposed Western & Atlantic Railroad. They knew not what they had wrought.

(1938)

Local political interest during 1938 centered in the fall contests for United States senator and governor. Indeed, the eyes of the nation were focused upon the senatorial race, in which Walter F. George, seeking re-nomination, was opposed by Eugene Talmadge and United States District Attorney Lawrence S. Camp.

During July President Roosevelt accepted an invitation to speak at an REA celebration in Barnesville on August 9. On that occasion the President stunned the state with an ahead-of-schedule endorsement of Camp's candidacy for the senate. Pulling no punches, Roosevelt swung at George, who was present, for the Senator's opposition to some of the New Deal program, notably the scheme to pack the Supreme Court in 1937. The President casually dismissed Talmadge during the course of the oration, subsequently known as his "gentleman and scholar" speech. Senator George accepted the challenge, and later asserting that the Democratic party was not "a one-man show," went on to win the election by a comfortable margin.[178]

In the gubernatorial campaign Governor Rivers stood for re-election against Hugh Howell, J. J. Mangham and Robert F. Wood. He won, with 160,459 votes to 134,121 for Howell, 19,537 for Mangham, and 2220 for Wood.[179]

On March 2, 1938, in the Democratic primary for certain Fulton County officers, J. C. (Mott) Aldredge was elected sheriff to succeed recently deceased James I. Lowry. Aldredge won the office by a large majority over four opponents, acting sheriff James D. Bazemore, former police chief T. O. Sturdivant, Grover Clark, and H. J. Foster. The sheriff-elect, a native of Meansville, Georgia, had previously served in the Atlanta city council and was for many years a conductor on the Southern Railway, a position long held by his predecessor in office.[180] The Aldredge ticket, incidentally, included two future Fulton County sheriffs. John M. Mount was named chief deputy, and A. B. (Bud) Foster, chief jailer.

The office of chief judge of the municipal court, held since its creation by Luther Z. Rosser, was not made elective until 1935. Judge Rosser was successful in his first campaign before the voters, winning over Dwight T. Minhinnett, a justice of the peace in the Buckhead District. County Commissioners Dr. Charles R. Adams and Ed L. Almand both won renomination. Adams was opposed by I. Gloer Hailey, Jones H. Ewing and Hugh C. Couch; Almand by G. Dan Bridges and Frank F. Smith. A proposal for "spring primaries" in Fulton County, opposed by the Atlanta League of Women Voters, was voted down.[181]

During 1937 the noted municipal consultant, Dr. Thomas Harrison Reed, was employed by Fulton County, the city of Atlanta and the Chamber of Commerce to make a complete survey of both the county and city governments. After six months' labor Dr. Reed produced an 85,000 word report, which, on February 5, 1938, he explained carefully to more than 100 city and county officials and representative local businessmen. The report dealt with every department and function of both city and county and carried detailed suggestions for changes which would centralize control and responsibility for both. Highlights of the report were:

> Simplification and centralization of government for both city and county.
>
> Civil service status for all government employees to insure "merit" appointments and to eliminate politics.

Abolition of standing committees of general council, the county commission and boards of education.

Greater power to the mayor and creation of a "county president."

Increase of the mayor's salary to $10,000.

Making both general council and county commission legislative bodies only.

Reduction in the size of council from 18 to 9 members, elected from the city at large.

Elimination of "wardism."

Election of a seven-member city board of education from the city at large.

A $3,300,000 school bond issue for new buildings.

A $1,250,000 capital outlay by the city.

Consolidation of city and county police forces, health services, parks departments, hospital, fire and library services.

Elimination of several city elementary schools. New buildings at Maddox Junior High to replace portables not recommended.

Reappraisal of city and county taxable property, with emphasis placed on equalization of assessments in the county.

Creation of a metropolitan planning board.

Equalization of governmental costs, with the county assuming a larger part of the burden.

Purchase of new fire equipment and erection of new headquarters.

Addition of 20 men to fire department.

Employing 10 clerks for the police department, instead of 25 as recommended by city officials.

Redistricting, replanning and recording work of radio cars and motorcycle squad.

He criticized the county police force and the county public works department.

He recommended creation of a department of safety, to include police, fire and inspection services.

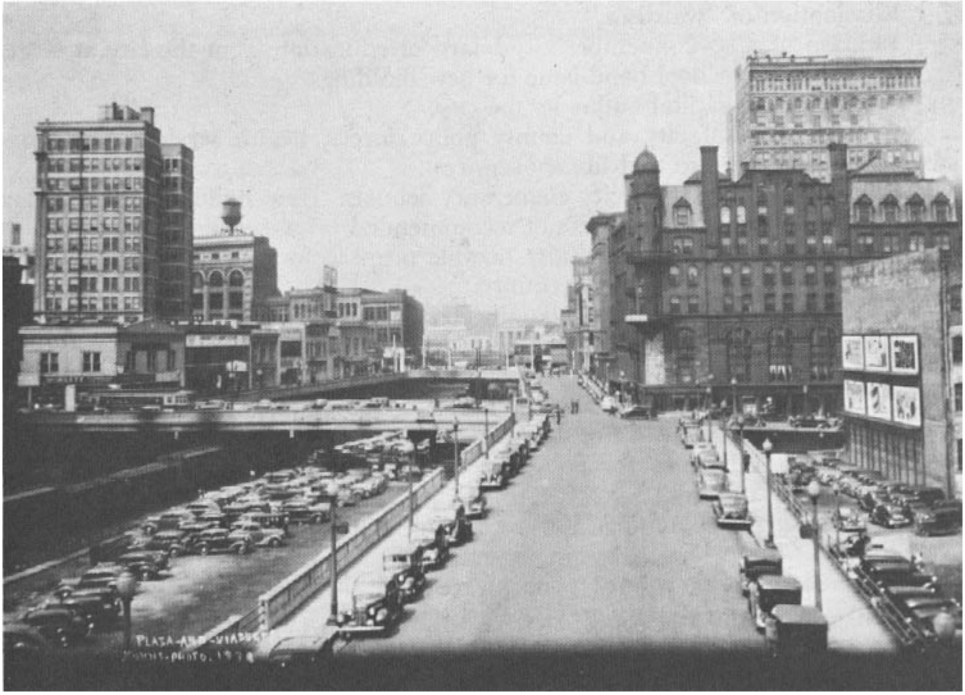
He reported Fulton County as not on a cash basis and with a deficit of more than $1,000,000.

He advocated the adoption of a new charter and new code by the city and the enactment of enabling laws to allow the city and county to make contracts with each other for services.[182]

Approval, silence and criticism were mingled in comments from Dr. Reed's audience as he finished reading from his report. Indeed, comment ranged all the way from a muttered "we ain't going to let him have it" from one alderman to "the work of a genius" from businessman J. P. Allen. Most of the audience conceded that the report had many good points. It was referred to the ordinance committee of council.[183]

In late September, after the various city department heads had had a chance to study the Reed report, they were caustic in their criticism. Though a few agreed with Dr. Reed's suggestions wholly, and several agreed in part, the majority asserted that to put the municipal expert's recommendations into effect would be uneconomic, unwise and impractical. The ordinance and legislation committee recommended that council "file the report for future reference and information." Fortunately, this recommendation, which would have killed the report, was not carried out. Council voted on October 3, 1938, after lengthy debate, in which the attack on the report was led by Councilman J. Allen Couch, to give the matter more and careful study.[184]

Since that time, as will be seen later, many of the recommendations embodied in Dr. Reed's report have been adopted, in whole or in part. Two, one affecting the city and the other the county, may be cited here. In 1939 Atlanta's city government put into effect a civil service system for its employees. In 1947 Fulton County inaugurated the county manager plan when County Manager Alvin E. Fuller was appointed to coordinate the multiple functions of the county government.[185]



(Courtesy Atlanta Historical Society)

The Union Station had moved three blocks west and automobiles had taken over a sizable portion of the downtown railroad gulch when this picture was taken in 1938. Plaza Park, long a dream, was yet to come. Grade crossings all eliminated

During the spring of 1938, shortly after the Reed Report was submitted, Mayor Hartsfield came forward with two proposals of his own, both in the field of municipal improvements—the creation of a downtown park and the annexation of northside territory to the city.

The park proposal, involving the triangle in front of the municipal auditorium, was placed before council on March 7, 1938. The mayor had the backing of a citizens' committee composed of Ivan Allen, chairman; Richard W. Courts, Jr., Bolling Jones, Jr., Alvin B. Cates and Brown Hayes. The proposal came to fruition two and a half years later when, on November 23, 1940, Joel Hurt Park was dedicated and a beautiful electric fountain, a gift to the city by the Emily and Ernest Woodruff Foundation (created in 1938) was presented by Thomas K. Glenn, chairman of the board of trustees of the Foundation. The new park, first in the downtown area since before the War Between the States, occupies an area that in ante- and post-bellum days was one of the city's best residential localities.[186]

The mayor's annexation plan of April 1, 1938, involving the territory between Peachtree Station and Wesley Avenue, took considerably longer to bear fruit. Alarmed by the exodus of home-owning citizens to areas beyond the city limits, Hartsfield adopted annexation as something of a crusade. The success of the cause of annexation, nearly a decade and a half hence, will be touched upon later.

Civic improvements were the order of the day in neighboring Decatur during 1938 too. On September 21 citizens of that community voted, 1536 to 33, for the issuance of $125,000 in bonds to be matched by $300,000 in federal funds. The bond issue was earmarked as follows: $28,000 for sewers, $25,000 for waterworks improvement, $60,000 for additions to the high school, and $12,000 for an incinerator plant.[187]

Since the repeal of the prohibition amendment in 1933, Georgia had continued to be a dry state though, as previously noted, 3.2 beer had been legalized in Atlanta.

The bone-dry status ended on the evening of February 3, 1938, when Governor Rivers signed the liquor tax bill, giving Georgia, for the first time in nearly a quarter of a century, legalized distilled beverages. The bill provided for local option. Under it, on March 7, 1938, Dougherty County became the first to vote wet. It was followed on the 10th by Muscogee County, and on the 18th by Chatham.[188]

The citizens of Fulton County voted wet, 11,884 to 3658, on March 30. All precincts in the city of Atlanta went overwhelmingly wet. The county precincts ranged from Buckhead District's 909 for repeal and 96 against, to a clean sweep against repeal in Rivertown. This rural precinct in old Campbell County mustered eight votes. All voted dry.[189]

As liquor sales began in Atlanta on April 25, 1938, the *Constitution,* on the 26th, said:

"A dozen or more retail [package] liquor stores began the first legal sales in Atlanta in 22 years yesterday and about 50 other stores prepared to open tomorrow. . . .

"The Henry Grady Hotel began sales about 11 o'clock yesterday morning, with the Ansley Hotel following closely. The G. & A. liquor store on Alabama Street obtained a state license during the morning and before nightfall nearly a dozen stores were selling liquor over counters to Atlantans who, for the first time in 22 years, were buying liquor without resorting to bootleggers. . . .

"Plans for strict enforcement of the law were made by state, city and county officials. In conference with Governor Rivers, police chief Hornsby, George Mathieson, county police chief, and Sheriff J. C. (Mott) Aldredge planned a special 12-man liquor law enforcement squad, with the intention of seeing that the new liquor law is observed.

"Chief Hornsby lectured the 400-odd men in the police department, warning that while drinking liquor in public is no longer an offense, driving while drinking still is against the law. Citizens can drink but policemen cannot, he said. . . .

"Chief Hornsby told his men that restaurant and cafes will be allowed to serve 'set-ups' for 'long drinks' if the owners desire. The customer would have to furnish his own liquor, however, since whisky cannot be dispensed by the drink. One-half pint is the smallest amount that can be sold legally. . . .

"Former Mayor Key came to town to see the beginning of legal sales. Seven years ago he made the prophecy that prohibition would be repealed and his statement aroused a controversy which brought on a recall election here and saw Key ousted as teacher of a Sunday school class at the Grace Methodist Church.

"Now 70, Key predicted that 'things will be better' since repeal has come. He advocated government-owned liquor stores to eliminate bootlegging years ago.

"With their tongues 'hanging out,' hundreds of Atlantans flocked to the legal liquor stores to make purchases of state-stamped legal whisky, many of them buying legal liquor for the first time in their lives.

"Retailers reported a 'land office' business, several of them needing new shipments of whisky before dusk.

"Prices were somewhat lower than bootleg costs, but were still higher than the charges for most brands in Florida, where whisky has been legal for some time.

"Fulton County is not licensing liquor dealers outside incorporated city limits and county officials agreed to an arrangement under which Chief Hornsby will direct activities of a dozen officers. The city will furnish eight of them and the state will supply four. The special staff was deemed necessary because of the large population in Fulton County. . . .

"The crowd of purchasers was orderly despite the rushing business which continued throughout the afternoon. 'There wasn't as much disorder as at a basement bargain sale,' one man commented.

"And thus the Atlanta liquor business went 'legitimate'."

As legal liquor returned to Atlanta after a long hiatus in the spring of 1938, Charles F. Palmer, implacable foe of slums and sub-standard living conditions, was leading a fight for an Atlanta Housing Authority, the object of which was the construction of good low-cost housing in lieu of slums. Indeed, the success of both the Techwood and University housing projects, upon which Mr. Palmer had worked so hard, furnished eloquent testimony to the value of such endeavors.

Several months before, the Congress of the United States, at the urging of Mr. Palmer and other like-minded citizens, passed an Act, approved September 1, 1937, creating the United States Housing Authority. The Congress appropriated $800,000,000 to be administered by USHA to effect the purposes of that law—slum clearance and the building of decent, safe and sanitary dwellings for families of low income.

Shortly after the passage of the Act the General Assembly of Georgia adopted legislation to provide machinery whereby the cities of this state could take advantage of the program.

It would have appeared that Atlanta, with its previous housing experience might have been the first to set up its own local Housing Authority. But such was not the case. Much opposition developed. Although Mayor Hartsfield had signed a resolution memorializing the Congress to pass the Federal law, he opposed, for reasons he thought sound at the time, the establishment of a local body. However, the pleas of citizens led by Mr. Palmer, political pressure and the destruction of some 30 houses in a slum area just east of Grady Hospital by fire on the night of March 27, 1938, turned the trick.

On April 16 Hartsfield indicated he would approve a Federal slum clearance program for Atlanta "if the city's share was not too much." He was assured that the city would have to bear almost no expense. The projects would be paid for by bonds, of which the Federal government would take 90 percent. The remaining 10 percent, which would have priority in repayment, would be disposed of through businessmen or bankers by the local housing authority.

On May 27 a resolution creating a housing authority for Atlanta was approved by the Mayor. Three weeks later, on June 11, he commissioned the Atlanta Housing Authority. Charles F. Palmer, housing expert and president of the Chamber of Commerce, was appointed chairman for a five-year term; James D. Robinson, Jr., vice-president of the Trust Company of Georgia, for a four-year term; A. Robert Dorsen, president of the J. M. High Company, for a three-year term; Frank G. Etheridge, West End businessman, was named for two years, and O. M. Harper, construction superintendent and a member of the carpenters' union, for one year, as the representative of organized labor.

The Messrs. Palmer and Robinson, accompanied by State Treasurer George B. Hamilton, chairman of the State Housing Authority, left Atlanta the same day for Washington to confer with Nathan Straus, director of the Federal Housing Authority, about funds for Atlanta projects. Their efforts bore fruit. Announced the *Constitution* on July 2, 1938:

> "The cornerstone of what is expected to be the greatest building boom in Atlanta's history was laid yesterday when the United States Housing Authority allocated $9,000,000 to the city housing authority for slum clearance work.
>
> "Chairman C. F. Palmer, of the city authority, said his group would act at once to take advantage of the offer. No definite projects have been approved by the Palmer board, but it is understood that civic leaders are pressing for a major project in the Edgewood-Decatur area east of Grady Hospital, while others are seeking a second major project in the Formwalt Street area.
>
> "The projects will be similar to the Techwood area and the Atlanta University section. Local labor leaders were jubilant and Mayor Hartsfield was elated at the news. . . ."

By mid-December, 1938, the amount available for the projects stood at $14,253,000.

Meanwhile, in addition to the five commissioners appointed by the Mayor, a staff for the local Housing Authority was set up. It was originally composed of Philip Weltner, executive director; James H. Therrell, assistant executive director; Robert L. MacDougall, technical director; T. J. Durrett, assistant technical director; Peter M. Lynch, field manager, and Thomas Taylor and Marion M. Hamilton, field supervisors. Not long afterward Mr. Therrell succeeded Mr. Weltner as executive director, the latter becoming general counsel for the Authority.[190]

The Atlanta Housing Authority went to work in earnest during 1939. Five years later, on September 29, 1944, the *Constitution* was able to report:

> ". . . In Techwood and seven other developments, there are now about 20,000 people making their homes—an average of about four people to each of the 4000 apartment units which have been added in the past ten years—at an investment which reaches the neighborhood of $21,000,000.
>
> "After Techwood and University Homes, the others followed in this order: Clark Howell Homes, adjoining Techwood on the west; John Hope Homes, adjoining the University project for Negroes on the southeast; Capitol Homes, on Memorial Drive just east of the State Capitol; John J. Eagan Homes at

Magnolia and Chestnut Streets; Herndon Homes, at Gray and Kennedy streets, and Grady Homes, between Decatur Street and Edgewood Avenue, the last three developments also for Negroes. . . ."

Indeed, by 1940, Federal funds had built considerably more housing units in Atlanta than Federal representative William T. Sherman destroyed here in 1864. Uncle Sam had paid us back, though he was 75 years in the process.[191]

During the late summer of 1938, while the stage was being set for the activities of the Atlanta Housing Authority, two of Atlanta's few remaining ante-bellum homes fell victims to progress. The William Solomon and James R. Crew homes, located at Nos. 12 and 22 Capitol Square, were razed to make way for state office buildings.[192] The one remaining ante-bellum structure in the same block, the Needom L. Angier home, was demolished for the same purpose in 1953. All of these fine old homes, erected in the 1850's, stood in what was for many years Atlanta's choicest residential area.

Shortly after 3 A.M., Monday, May 16, 1938, the deadliest fire in the history of Atlanta[193] swept the 30-year-old, five-story Terminal Hotel at Spring and Mitchell streets. Thirty-four men, women and children perished when flames transformed the structure into a horrible inferno. Some were burned, some were suffocated, others were killed when they jumped to the pavement from the upper stories.

The fire, which spread with lightning-like rapidity, apparently started from an explosion in either the basement or the kitchen. When firemen arrived, two minutes after the first alarm was turned in, the hotel was already a mass of flames. The roof caved in shortly afterward, plunging to the third floor. Heroic rescue efforts on the part of firemen were seriously hampered by a dense pall of smoke. Life nets were available but useless, since jumping victims could not be seen until they hit the street. A number of the victims were railroad men, scheduled to go out on various trains later in the morning. A Knoxville, Tennessee, man lost his wife, three children and mother-in-law.

Fire Chief O. J. Palmer said the fire undoubtedly was the most disastrous in the history of the city from the point of view of loss of life. He was right.

"I never saw anything like it," he said, referring to the deadly rapidity with which the flames spread over the entire building. It was not until Wednesday night, the 18th, that the last body was found, that of an unidentified man resting atop the elevator cage which had fallen to the basement. The usual probes and investigations were set afoot immediately. Inspections of other buildings were tightened. Some good was doubtless accomplished but it came too late for the 34 who died in Atlanta's worst fire up to that time.[194]

A much happier event of 1938 centered in the world of golf, when Charlie Yates, a product of East Lake and a son of Mr. and Mrs. Presley D. Yates, brought home the British Amateur Golf Championship, having defeated Cecil Ewing at Troon, Scotland, 3-2. Yates, twice a member of the Walker Cup team, has since retired from tournament competition and now pursues an active career in Atlanta's financial and securities world.[195]

The stage play *Tobacco Road,* based upon Erskine Caldwell's 1934 story, came to Atlanta in November, 1938, and in coming created a sizable furor. Wrote Lee Rogers in the *Constitution* on the 22nd:

"*Tobacco Road,* center of a controversy which finally permitted its being shown only by resort to court injunction, paraded its simple, striking, tawdry but infinitely human series of incidents of deeply impoverished rural life before a capacity audience at the Erlanger Theater last night.

"Even the wife of the President of the United States permitted herself to be drawn into the discussions of pros and cons concerning the propriety of the play's being offered. During a brief stop here, she came out firmly on the side of freedom for the arts—an attitude which was shared by at least two Atlanta clergymen, Dean Raimundo de Ovies and Dr. M. Ashby Jones.

" 'I would not presume to dictate here what people should or should not see,' declared Mrs. Franklin Delano Roosevelt. 'I never agree to censoring anything of an artistic nature. I feel that *Tobacco Road* should not be taken as picturing one section or locality, and should be seen by people desirous of understanding certain conditions who would be willing to put forth every effort to change them.'

"Her view, however, definitely was not shared by Mrs. Alonzo Richardson, member of Atlanta's board of censors. During a preview of the play which resulted in the board's denying the play a permit, Mrs. Richardson observed of other members of the audience: 'I don't see how these people who don't have to are sitting through this performance.'

"Last night's audience, however, took the lusty—even degenerate—scenes with an apparent detachment. There was much laughter and applause. The play, doubtless, had been diluted, some of its stronger essences possibly profiting by the process—but, informed persons declared, it was *Tobacco Road* right on.

"Even so, the *Tobacco Road* Atlantans jammed the theater to see proved a disappointment to many whose curiosity, aroused by the censors' terming the play 'unfit to show,' had taken them to a drama they fully expected to be decidedly off-color.

"It was clear that many Atlantans, while disapproving the play which parades the filthy speaking, impoverished share-croppers on *Tobacco Road,* and objecting to its slam on the State of Georgia, felt the play should not be censored and that they could be left the right to judge whether or not they would see the drama. . . ."

Tobacco Road ran for a week at the Erlanger. It was to set a national record by running for seven years.

Among the well-known Atlanta area citizens who died during 1938 were Colonel Jack J. Spalding, previously noted, a leading Atlanta attorney since 1882 and outstanding Catholic layman, a Knight of the Order of Malta; Robert C. Alston, noted corporation lawyer, scholar and man of letters, born in Barbour County, Alabama, and a local practitioner since 1893; John W. Grant, Sr., city builder, realty owner, philanthropist and a leader in the cultural development of the city, born near West Point, Georgia, son of William Daniel and Sarah Frances Reid Grant; James H. Nunnally, retired candy manufacturer, founder of the Nunnally Company, banker and yachting enthusiast, a native of Griffin, Georgia; Francis W. Clarke, executive editor of the *Constitution,* an authority on the Far East and a native Atlantan, son of the late Colonel Edward Y. Clarke, Sr.; Frederick J. Cooledge, Sr., widely known paint manufacturer and civic leader, born in Clay County, Georgia; Logan E. Bleckley, clerk of the Georgia Court of Appeals for 32 years, born at Washington, Georgia, son and namesake of the noted Judge Logan E. Bleckley; Daniel O. Smith, Sr., lawyer, educator and a court reporter in the Fulton Superior Court for 40 years, a native of Lima, Ohio; Benjamin F. Roberts, 92, retired farmer and Confederate veteran, born, reared and lived his entire life in the Ben Hill area; John F. McCurdy, pioneer Stone Mountain citizen, a former president of the old Stone Mountain Bank; Edward Lyle, retired tax commissioner of the Southern Bell Telephone Company and a former attorney, born in Montgomery County, Virginia; James I. Lowry, sheriff of Fulton County since 1917, a former conductor on the Southern Railway and native of Tennessee; Herbert C. Worthen, general manager of the Southern Division of the Western Union Telegraph Company for 25 years, a native of Shelby, North Carolina; B. W. Torrance, retired general agent in Georgia for the Life Insurance Company of Virginia, born in Tuskegee, Alabama; Mrs. Ellie Dunlap Newport, principal of the old Tenth Street, now Clark Howell, School for 26 years, originally of Meriwether County, the daughter of a Methodist minister; William T. Kuhns, pioneer Atlanta commercial photographer, a resident since 1870; Mrs. Emily C. MacDougald, a native of Augusta and resident of Atlanta since 1897, prominent in social and club circles, member of hostess house groups at various camps throughout the state during World War I, and a leading and active worker in the cause of woman suffrage; William W. Banks, died in Tifton, Georgia, former well-known Atlanta banker and civic leader, a native of Spalding County; Gordon Burnett, prominent ice manufacturer and businessman, born in Vicksburg, Mississippi; James P. Field, died in Dalton, Georgia, noted portrait painter, formerly of Atlanta, a charter member of the North Avenue Presbyterian Church and native of Dahlonega, Georgia; W. H. Harris, prominent in the local laundry business for 51 years, a co-founder of the old Trio Laundry and a native of Camden, Delaware; Thomas H. Pitts, widely known retired Five Points cigar store and soda fountain operator, active in charitable and religious affairs, a native of Boston, Georgia; John T. Hardesty, well-known attorney and World War veteran, born in Mitchellville, Maryland; Dr. R. L. Hope, former county physician and superintendent of the Fulton County almshouse, president, during 1904-1905, of the Fulton County board of education, born in Dawsonville, Georgia; Kurt Mueller, died in Los Angeles, former pianist-composer and well-known music teacher, founder of the old Klindworth Conservatory, a native of Germany; Harry T. Adams, former state manager of the Equitable Life Assurance Society and an active church and Masonic worker, born in Camden, Arkansas; Dr. Claude N. Hughes, secretary of the Atlanta Southern Dental College, and widely known in dental and Masonic circles, a native of Cedar Grove, North Carolina; Samuel G. Walker, well-known art dealer and member of a pioneer Atlanta family; Lieutenant Edward E. Callaway, a member of the Atlanta police force since 1912, was in charge of the first local traffic squad and became the first officer to direct traffic by means of a semaphore signal in 1921; F. A. Plaster, retired contractor and member of a pioneer Rock Springs Church area family; Dr. Joseph Broughton, dentist and a leading Baptist church worker, born in Wake County, North Carolina, brother of the late Dr. Len G. Broughton; Dr. William R. Owens, widely known Baptist minister and author, pastor of the Capitol Avenue Baptist Church from 1909 to 1914, born in Portsmouth, Virginia; A. Steve Nance, veteran local labor leader, a former president of both the Atlanta Federation of Trades and the Georgia Federation of Labor, born in Elbert County; Dr. Jennie Newman Norris, 76, noted woman physician, born in Atlanta, the daughter of pioneer contractor W. G. Newman; Joseph W. Miller, chief of the East Point police for more than 25 years, born at Stonewall in old Campbell County; Edwin A. Peeples, member of a noted Georgia family, cottonseed broker and former railroad man, known as a brilliant conversationalist, born in Forsyth, Georgia; Rutherford Lipscomb, born in Athens and a resident of Atlanta since 1892, founder of the Lipscomb-Ellis

Company, noted local insurance firm; Henry J. (Bully) Young, one of Atlanta's best-known railroad men, for 42 years an engineer on the Atlanta-Columbus run of the Southern Railway and a native Atlantan.[196]

Others were John Corley, 99, known as the "grand old man" of East Point, a Confederate veteran, originally of Talbotton, Georgia; Hollins N. Randolph, a practicing attorney in Atlanta for 35 years from 1896 and former president of the Stone Mountain Memorial Association, a lineal descendant of Thomas Jefferson and is buried in the Jefferson family cemetery at Monticello; Miss Caroline M. Grant, 94, an Atlanta music teacher for 50 years and a niece of pioneer Atlantan L. P. Grant; Willie Wimbish Daniel, cateress, a Negro girl who came to Atlanta 50 years before with a gift of cookery that built a career of "fixing for white folks," born in Greenville, Georgia, the daughter of slaves; Dr. William J. Roberts, noted surgeon and a member of the Emory Unit during World War I, born in Elberton, Georgia; William Butler, assistant chief of the Atlanta fire department, who in 48 years of service answered 10,000 alarms, a native of Ireland; Thomas J. Peeples, pioneer Atlanta banker and for many years city treasurer, a brother of the late Henry C. and Edwin A. Peeples; Lewis D. Hoppe, Sr., president of the Atlanta Flour and Grain Company, a native of Westminster, Maryland, and resident of Atlanta since 1886; Dr. John S. "Uncle Si" Coon, died in Burdett, New York, last of the pioneer faculty members of Georgia Tech, head of the mechanical engineering department for 37 years beginning in 1889, a graduate of Cornell; Charles Heinz, pioneer Atlanta hardware and sporting goods dealer and last surviving member of the old volunteer fire department, born in Columbia, South Carolina, and a resident of Atlanta since 1858; Addison S. Turner, widely known Decatur civic leader, churchman and undertaker, a native of Rockdale County; Daniel F. Rogers, a pioneer in the field of electrical engineering in the South, a member of the first graduating class of Clemson College and long connected with Westinghouse; E. H. (Cap) Mason, a native of Decatur and member of a pioneer De Kalb County family, an employee of his native county for 40 years; Frank Speer, professional wrestler and an All-American tackle on Georgia Tech's famous Rose Bowl team of 1928; Edgar V. Carter, one of the oldest practicing members of the Atlanta bar, former city councilman and county commissioner, a native of Jonesboro, Tennessee; Joseph L. Lane, 91, Confederate veteran and a pioneer citizen and builder of Hapeville, born in Wilkes County; Charles H. Kicklighter, principal of the Atlanta Opportunity School and a member of one of the city's oldest families; Patrick J. McCormack, founder and president of the Southern Printing Company, a native of Boyle County, Kentucky, and one-time employee of the L. & N. Railroad; James H. Franklin, Sr., life-long resident of Atlanta and a well-known hardware man; Benjamin Neely, Sr., insurance man, church and civic leader, a resident of College Park for 32 years and a native of Richmond County; George Harper, 89, oldest retired member of the Atlanta police department, an officer from 1887 to 1927, affectionately known as "Uncle George"; Augustus J. Ryan, realty owner, sportsman and a noted fancier of bird dogs, son of pioneer merchant John Ryan; Theodore W. Martin, well-known flour and grain broker, a resident since 1898 and native of Winchester, Tennessee; Dr. Evert E. Clark, believed to be the first chiropractor in Georgia, a native of Wellsville, New York, and a former railroad engineer; Frank S. Dean, retired vice-president of the Atlanta Plow Company, a native of Rome, Georgia; Homer D. Freeman, retired Atlanta policeman, achieved national fame as the "grand old man" of southern trap-shooting, a native of Gwinnett County; Elmer S. Acree, veteran policeman and long a member of the vice squad, known and feared by underworld characters; Joseph Kyle Orr, Sr., shoe manufacturer, past-president of the Atlanta Chamber of Commerce, nationally known fraternal leader and long a leading citizen, born in New York City and a resident of Columbus, Georgia, before moving to Atlanta in 1897; George T. Warren, founder of the Warren Company, refrigerator manufacturers, born in Rockdale County near Conyers; John B. Fallaize, widely known linen merchant and a native of the Island of Guernsey; Joseph P. McGrath, secretary-treasurer of the Georgia Manufacturers' Association and president of the Atlanta Humane Society, a native of St. Louis; James K. Polk, 92, pioneer local furniture dealer and a veteran of Wheeler's Cavalry, C.S.A., born in Henry County near McDonough and a resident of Atlanta since 1870; Dr. W. H. Major, noted Baptist minister, pastor of the Capitol Avenue Baptist Church from 1914 until his death, born near Hopkinsville, Kentucky; Alfred Chewning, retired Tucker, Georgia, postmaster and operator, in 1892, of the first store in the town, a native of the Tucker area of De Kalb County; the Rev. Eli A. Thomas, widely known Presbyterian minister, historian and Boy Scout leader, born in Dale County, Alabama; Miss Nannette Hopkins, outstanding educational leader and the guiding spirit behind the development of Agnes Scott College, born and died in Virginia; Mrs. Esther LaRose Harris, 84, widow of Joel Chandler Harris, creator of "Uncle Remus"; Judge Frank Harwell, well-known lawyer and a former member of the Georgia Court of Appeals, a native of Troup County; Frank Lee Butler, vice-president of the Georgia Power Company and, until 1936 manager of its street railway department, born in Terre Haute, Indiana, and formerly a well-known railroad man; Dr. William S. Cox, president of Cox College in College Park; Miss Harrie Fumade, a native of New York City and the first woman stenographer in Atlanta as an employee of the late Captain Edward S. Gay, active also in civic, church and theatrical affairs; Angus Elgin Orr, educator, writer of children's stories and poet, known to hundreds of children in Atlanta as "Uncle Billy," an oft-used pen name; Robert Irving Gresham, prominent florist and active in civic and fraternal affairs, a native of Greshamville, Georgia; John L. Nisbet, realtor and former official of the Georgia, Florida & Alabama Railroad, a trustee of the Jesse Parker Williams Hospital and a native of Savannah, Georgia; Ed S. Griffith, United States Commissioner since 1928 and former solicitor general of the Tallapoosa circuit, a native of Paulding County, and Harry L. English, retired brick manufacturer and banker, a son of the late Captain James W. English.[197]

(1939)

Nineteen thirty-nine was a notable year in Atlanta's church and religious life with particular emphasis upon the activities of Catholics, Baptists and Methodists.

The beautiful new co-cathedral of Christ the King, at Peachtree Road and Peachtree Way, had been completed in late 1938 and, by special dispensation, had been used for the funeral of Colonel Jack J. Spalding, one of its founders, in December. The Gothic structure is one of Atlanta's architectural showplaces. It was designed by the firm of Henry Dagit and Sons, of Philadelphia. Built of beautiful limestone, it is of such construction that engineers say it will rival the famous Notre Dame cathedral of Paris in lasting qualities.

The co-cathedral and the new school of the Church of Christ the King were both dedicated on Wednesday, January 18, 1939, at which time Atlanta was host to the greatest assemblage of Catholic dignitaries ever gathered in the city. Hughes Spalding, a leading lay member of the co-cathedral congregation, served as general chairman of the committee on arrangements for the dedication.[198]

On the day following the dedication, L. A. Farrell, of the *Constitution,* wrote:

"In all the pomp and splendor with which it has propagated its faith down through the ages, the Roman Catholic Church yesterday dedicated its new Atlanta Co-Cathedral of Christ the King in a ceremony which drew awed piety from Catholic participants and reverence from Protestant spectators.

"Vested in cape and miter and garbed in other silk and golden vestments marking him a prince of the church, Dennis Cardinal Dougherty, archbishop of Philadelphia, intoned the beautiful dedication ceremony, strewing incense and holy water about the outside and inside walls as a procession, such as Atlanta has never before seen, chanted the Litany of the Saints.

"Then with vessels rich in the tradition of Catholicism, the Most Rev. Michael J. Curley, the archbishop of Baltimore, pontificated the Mass of the Catechumens, the world's oldest religious ritual, a ceremony which has been unchanged since the time of St. Peter and which Roman Catholic law has decreed will never be changed.

"There was an overwhelming dignity about it all. Three other archbishops, a dozen bishops and 150 priests joined in the ceremony which lasted more than two hours and launched the Church on a new era in Georgia.

"Governor Rivers and Mayor Hartsfield sat among the special guests. Both officials later said they never before had witnessed such an impressive religious ceremony. . . .

"The sacred vessels used by Archbishop Curley in the consecration ceremony once were used by Pope Leo XIII. They were presented to the Church by the late Emperor Franz Joseph, of Austria, and his empress. They are of gold and silver.

"The dedication service itself lasted only a few minutes. No one was permitted inside the church until Cardinal Dougherty had completed the ceremony. . . .

"Hundreds who were unable to gain admission to the cathedral for the dedicatory mass viewed the outdoor ceremony, which also included the dedication of the new parish school.

"When the cardinal had concluded a procession was formed at the rectory and the march into the church was begun. The visiting bishops, monsignori, priests, nuns and acolytes preceded Archbishop Curley and his assistants at the mass, with Cardinal Dougherty, wearing a long silken cardinal train, carried by four priests, concluding the procession. . . .

"Although the service was in Latin the members of the congregation and visitors were furnished with English translations so they could follow the ceremony throughout.

"As the mass proceeded, the four Catholic laymen of Georgia eligible to occupy places on the sanctuary took their seats. They were the Knights of St. Gregory, J. J. Haverty, of Atlanta; Richard Reid, of Augusta, and John W. Gleason and Thomas Walsh, of Savannah. Only one other man in Georgia history would have been eligible to such a place. He was the late J. J. Spalding, one of the founders of the co-cathedral. He died last month, only a few weeks before his life-long dream of such a service came true. . . .

"Archbishop Curley halted the celebration of the Mass twice, once after the first gospel for the sermon by the Most. Rev. Michael Corrigan, rector of the Catholic University, and again before the last gospel in order that the Rt. Rev. Gerald P. O'Hara, bishop of the Savannah-Atlanta diocese might thank the Church dignitaries for their participation in the ceremony and the congregation for making the construction of the new church possible.

"Monsignor Corrigan called attention to the fact that 'only a people enjoying the fundamental rights of liberty' could take part in such a ceremony.

"Cardinal Dougherty went to the rectory immediately after the ceremony, but he was kept busy for nearly an hour receiving Catholics who sought to kiss his ring, a traditional Church rite.

"The dedication ceremony was followed by a dinner at the Piedmont Driving Club at which more than 600 clergymen and laity were present.

"The Rev. Joseph E. Moylan, pastor of the co-cathedral, served as toastmaster for the dinner. Cardinal Dougherty asked the blessing and Bishop O'Hara pronounced the benediction. Speakers included Governor Rivers, Mr. Reid, Archbishops Stritch, of Milwaukee, and Rummel, of New Orleans, as well as Bishop Emmet J. Walsh, of Charleston, South Carolina, a former pastor of the Immaculate Conception Church here."

Among the specially invited guests present at the dedication ceremonies was Imperial Wizard Hiram Wesley Evans, of the Ku Klux Klan, which organization formerly owned the ground on which the co-cathedral stood. Mr. Evans and his family, all smiling pleasantly, sat in a front pew.

After the ceremony Evans went to the rectory next door to meet Cardinal Dougherty. It had once been Klan headquarters. Many of the priests came up and introduced themselves. To one of them he said, smiling:

"I've been in here often. In fact, it seems a little bit like home." They both laughed. Wrote Ralph McGill:

"The Klan no longer has any religious aspects to its beliefs. It seeks, futilely, to make a comeback against communism. But the Klan is as dead as is its intolerance.

"And its leader of the old days of intolerance was citizen enough to become a part of the symbol of tolerance as the Catholics of Georgia dedicated a beautiful new cathedral which will mean much in the growth and life of the city and state.

"The Right Rev. Bishop O'Hara said of the one-time 'wizard':

" 'I am sure much good will come out of it.'

"And, inevitably, there will. There always will be intolerance as long as there is ignorance. But always tolerance conquers. Yesterday that fact was dramatized."[199]

Back in February, 1935, upon the occasion of a local visit, Dr. George W. Truett predicted that the next World Baptist Congress, to be held in Atlanta in 1939, would be "one of the greatest religious gatherings in the tides of time." It was. Indeed, from the time Dr. Truett left Atlanta until the Sixth World Baptist Congress opened at the Altanta baseball park on Ponce de Leon Avenue on July 22, 1939, Dr. Louie D. Newton and associates worked indefatigably to perfect arrangements for the great meeting.

On Monday night, July 17, Dr. Truett arrived from Birmingham. Wrote Cary Wilmer in the *Constitution* next morning:

"Atlantans thronged the Terminal Station by the thousands last night to roar a welcome to Dr. George W. Truett, of Dallas, Texas, president of the Baptist World Alliance, whose arrival marked the start of final preparations for what is to be the largest religious gathering in the history of the south—the sixth world congress opening here Saturday afternoon.

"Official greetings were extended on behalf of the state and city governments and the local Baptist churches, and there was a concert by a 300-voice choir and the Girls' Military Band. But more impressive than all the well-planned ceremonies was the spontaneous outburst of applause as the venerable religious leader emerged from the train shed into the station lobby and then out onto the plaza.

"Introduced by Dr. Ellis A. Fuller, pastor of the First Baptist Church, after short talks by Marvin Griffin, representing Governor Rivers, and Mayor Hartsfield, Dr. Truett declared himself 'profoundly moved' by the demonstration in his honor. . . .

" 'It is a distinct pleasure to be in your wonderful city,' he said. 'For the last five years reassuring messages have gone to all parts of the world telling Baptists everywhere that Atlanta would be ready for this meeting. As I stand here tonight I am more than convinced that Atlanta is ready. It is my fervent prayer that this meeting of the alliance, which will be the largest in our history, will mean a real advance for the Kingdom of God.'

"From the Terminal Station the visitors and members of the welcoming committee headed by Dr. Fuller proceeded to the Biltmore Hotel where an additional ceremony was broadcast. . . ."

Throughout the week, like pilgrims of olden times, Baptist messengers from the far ends of the earth poured into Atlanta by train, plane, bus and auto. Never in all of Atlanta's history have the representatives of so many flags been her guests at one time.

In the midst of it all, Dr. J. H. Rushbrooke, of London, general secretary of the Baptist World Alliance, took time out to explain that the persons coming to the sixth congress[200] aren't "delegates." They are "messengers."

"This is a world-wide convention without delegates," he said. The term "delegates" would imply the delegation of authority to represent others in spiritual matters—a transgression of Baptist doctrine, he explained. "Messengers" to the congress act for themselves—nobody else.[201]

Willard Cope caught the spirit of the opening of the congress on Saturday afternoon, when he wrote:[202]

"From the ends of an earth tortured by war and the fear of war[203] came a mighty army of peace yesterday, fervent, exultant, confident of itself, with flags and bands and in military formation, but for armament only the powerfully moving strains of *Onward, Christian Soldiers,* constantly repeated yet always uplifting.

"The hosts of the Baptist World Alliance, knowing no color, no nationality, no economic creed, but only the cause of world brotherhood and the tenets of their faith, opened in Atlanta the sixth congress with rousing pageantry greatly at variance with the accepted view of the Church as sober of mien as it is rigid in principle.

"Its message of peace and of the unity of man, trenchantly given, was declared undoubtedly by its leaders to ring throughout the world, with its millions upon millions of Baptists, and to register impressively upon the consciousness of the world's dictators.

"Defiance of all who would imprison men's minds and consciences was breathed with the opening words of the opening prayer, and solemn determination to exert the might of a far-flung and highly organized Church came with the earliest pronouncements.

"Eyes which had widened with horror and nerves which often had reacted to violence and oppression in many lands found scenes expressing liberty of individual action and a sense of complete security in all of the day's events.

"From the great parade, which started at noon at the capitol, on through rendition of the swelling coronation song by 30,000 voices at Ponce de Leon park to the ordered business of the afternoon's session—there was but one motif, the motif of sanctity of personality.

"If it is the function of music to express emotion for which there is no other adequate outlet, then the congress found its purposes thrillingly stated as the first band, that of Yaarab Temple, wound over the hill from the capitol and down Hunter Street as the parade began.

"The band was playing *Onward, Christian Soldiers,* and the strains, faint at first but mounting as it approached the initial lines of spectators, swept through the throng with an aptness as complete as a mathematical formula and an effect as deep as that achieved by a masterpiece of drama.

"Again, as the band of the Salvation Army, in blue and white and preceded by its standard bearing the words, 'Blood and Fire,' drew toward the entrance to Ponce de Leon park, there was a moment as effective as a procession to the altar.

"With solemnity and anticipation blending in every phrase, the Army's own hymn, *The Church's One Foundation Is Jesus Christ, Our Lord,* spread over the crowded sidewalks and entrance, and an almost visible thrill came over the listeners.

"But in the park itself, a little later, there was a supreme moment, as the massed thousands in the grandstands, bleachers and on the field itself, led from the speakers' stand by an energetic figure in white, sang movingly as one, a verse of the Coronation Hymn, which began:

'All hail the power of Jesus' name!
Let angels prostrate fall,
Bring forth the Royal diadem,
And crown Him Lord of all!'

"Upon every participant, whether observer or member of the congress, there was a profound effect. Men and women from every nation, officials of government, dignitaries of Church, and lowly followers, sang with a sincerity which lifted the occasion to uniqueness.

"The great enclosure contained for this brief space a single family, communicating with each other and with the hosts of the earth high aspirations which only such an old, familiar hymn could convey.

"But there was more than the music.

"Somehow, all of the mechanics of the parade and gathering were transcended. Moving of automobiles detracted nothing from the spectacle, flash of photographers' lights, clicking of telegraph instruments, arrangement of radio and interior broadcasting paraphernalia—all necessary adjuncts to such an occasion—were as if they did not exist.

"Through every phase of the events there ran an emotional understanding. Casual spectators became eager participants. The crowded streets, with their thousands of onlookers, lost their usual character and became a setting for a profound and meaningful spectacle.

"Though the scene merely was one of marching bands and organizations, of slowly traveling automobiles, of standing hordes of spectators, it generated from prosiac materials an invisible but actual fire.

"All along the line of march through the business district to the Ponce de Leon park—which was and will be soon again just another baseball park—the same effect recurred.

"It reached its climax, as was natural, within the park itself, whither thousands had hurried upon watching the parade pass their points of vantage, to be joined later by other thousands from among the paraders.

"The commodious stands were filled and the temporary seats on the field were banked solidly with humanity. Costumes ranged from the normal American summer wear to the distinctive pajama-like garments of Chinese women and the flowing garb of men of India.

"There was every shade of coloring, every cast of countenance, every racial feature among the ranks of the seated thousands. Atlanta, at that instant, was a world capital.

"In all this diversity there yet was unity."

From the opening address by Dr. Truett, to Friday night, July 28, when it closed, the sixth congress of the Baptist World Alliance was the mecca, day and night, for the largest consistent crowds in Atlanta's history. It was the city's greatest emotional experience since the Billy Sunday revivals of 1917.

For the Methodists 1939 was a year of reunion. A division of the Church in 1828, on the issue of democracy, produced the Methodist Protestant Church (non-episcopal and with lay participation in government). In the General Conference of 1844, the Church, which for many years had been troubled with the slavery question, asked Georgia Bishop James O. Andrew, an owner of slaves, to desist from exercising the function of his office. The southern delegates protested against this action, and in May, 1845, they held a protesting conference and formed the Methodist Episcopal Church, South.

Through the years efforts to reunite the three branches of Methodism had come to naught. Finally, in the spring of 1939, 900 delegates attending a Uniting Conference in Kansas City voted to merge, thus setting up the largest Protestant church in the nation. Name, the Methodist Church. Membership as of that time, nearly 8,000,000.[204]

A special service in Atlanta, on November 23, 1939, merged the Methodist units in Georgia. Wrote Dr. Thomas M. Elliott, at the time:[205]

"Complete union of the Methodist Episcopal Church, the Methodist Episcopal Church, South, and the Methodist Protestant Church, was formally declared by the Methodist conference at Wesley Memorial Church yesterday morning. There was not one dissenting voice raised against the merger as 364 ministers and 335 laymen of the three church bodies stood and, with uplifted hands, vowed loyalty to the Methodist Church as now constituted.

"Heartily the great throng of Methodists joined in singing *Blest Be the Tie That Binds,* and many handclasps of fellowship were exchanged by members of the former branches of Methodism, now merged as one.

"As the congregation bowed in prayer, three ministers ascended the speakers' rostrum and clasped hands. They were Bishop Decell, of Birmingham, representing the Methodist Episcopal Church, South; Bishop Frederick T. Keeny, of Miami, representing the Methodist Episcopal Church, and Dr. W. M. Hunton, of Atlanta, president of the Georgia Methodist Protestant Church.

"Thus were the three branches absorbed into the new North Georgia Conference of the Methodist Church and the unification begun at Kansas City became complete. The sacrament of the Lord's Supper was immediately celebrated following the declaration of union, participated in by nearly 1000 ministers and laymen. . . ."

On December 12, 1939, the historic old bell of the Second Baptist Church at Washington and Mitchell streets, where for 78 years it had summoned members to worship, was moved. The faithful steeple bell was transferred to its new location, the Second-Ponce de Leon Baptist Church at Peachtree Road and Wesley Avenue, after impressive ceremonies conducted by Dr. Ryland Knight, pastor of the church. The bell was originally purchased in 1860 by a contribution of $500 from James Clarke, retired planter and a valued member of the congregation. It was cast by Naylor, Vickers & Company in Sheffield, England, and weighed, together with wheels and accessories, 1206 pounds. The clapper alone weighed 52 pounds. Removal of the bell to the new church had been under resolution since 1932, when the Second Baptist and the Ponce de Leon Baptist were united[206]

The long and progressive reign of Scott Candler, as Commissioner of De Kalb County, began with his overwhelming victory on January 31, 1939, over three candidates, to succeed the late Charles A. Matthews. Candler, then mayor of Decatur, carried all 26 De Kalb voting precincts for a total of 3776 votes. His three opponents, J. M. Feemster, James R. Venable and R. J. Freeman, received 503, 446, and 46 votes, respectively. The commissioner-elect promptly resigned his positions as mayor and Georgia manager of the Reconstruction Finance Corporation.[207] He has successfully weathered all opposition and is still county commissioner of the county in which his family have been prominent and useful citizens for several generations.

Several notable resignations and retirements took place in Atlanta and Fulton County during 1939.

George F. Longino, a member of the Fulton County Commission since 1931, resigned suddenly on January 12 in order to devote his full time to the Bank of Fulton County, at East Point, of which he had been president since its organization in 1934. During his service as a commissioner Longino had been an influential and useful member. In his letter of resignation to the other commissioners he recommended a full-time executive to administer the affairs of the county, indicating his belief that a county manager would be preferable to a five-man commission with divided responsibility.[208]

An election held on February 9 to fill Mr. Longino's vacant post of commissioner resulted in a victory for Alderman I. Gloer Hailey, then a department manager for the J. M. High Company. Hailey's victory was conclusive. He polled 7385 out of 10,360 votes cast. Marvin Roberts, Buckhead druggist, was runner-up, with 2045 votes. The other 11 candidates, whose names appeared on the ballot, polled a total of 930 votes.[209] The fact that Mr. Hailey has rendered useful service is indicated by the fact that he continues to hold the office.

Fire Chief O. J. Parker resigned in early 1939 and was succeeded on March 21 by the present incumbent, Charles C. (Doc) Styron, a native of Hyde County, North Carolina, and a local fireman since May, 1908. The chief's father, the late I. F. Styron, a well-known retail grocer, tried to interest his son in that business, but to no avail. Young Styron had his heart set upon becoming a fireman. He started at the bottom, before he was 21, and worked, step by step, to the top in his chosen calling.[210]

The retirement of Miss Martha Slaton from the faculty of Girls' High School at the close of the 1939 term, marked the first time since 1874 that Atlanta's public school system was without a member of the Slaton family on its staff.

"Miss Martha," a noted French teacher, had been a member of the system since 1906. Her brother, William M. Slaton, was for many years superintendent of schools, and her late father, William F. Slaton, held the same post when his daughter began her career.[211] Miss Slaton continues to reside in Atlanta with her surviving brother, former Governor John M. Slaton.

On July 12, 1939, the board of trustees of the Carnegie Library of Atlanta accepted with reluctance, the resignation of Miss Jessie Hopkins, librarian since 1930 and a member of the staff since 1921. Miss Hopkins, daughter of Dr. Isaac Stiles Hopkins, first president of Georgia Tech, had previously held library positions in Wilmington, North Carolina; Montgomery, Alabama, Paducah, Kentucky; New York City, and the University of Georgia Library. She was succeeded at Carnegie by Miss Fanny D. Hinton, a member of the staff since 1917, head of the reference department and assistant librarian for nine years. Miss Hinton served ably as head of the institution until her own retirement in February, 1949.[212]

In mid-November President Roosevelt accepted the resignation of Miss Gay B. Shepperson as State WPA administrator. A noted social worker and native of Charlotte County, Virginia, Miss Shepperson had functioned ably in a job that demanded responsibility for administering between thirteen and fourteen million dollars of Federal funds each year for Georgia work relief. She was succeeded by Robert L. MacDougall, a native of old Campbell County, graduate of Georgia Tech and technical director of the Atlanta Housing Authority.[213]

The 153-mile stretch of Southern Railway main line between Atlanta and Greenville, South Carolina, has never been quite the same since the noted engineer-evangelist David J. Fant made his last run on September 22, 1939, and retired at 71. For "Uncle Dave" had been an integral part of that railroad since the day in 1887 when he came from his native Union, South Carolina, to Atlanta and got a job, at 19, as a fireman on the old Richmond and Danville. By the time he married Miss Lily Rainey of Norcross in 1892, he had been promoted to engineer, a position he was to hold with distinction for the next 47 years.

"Uncle Dave" had always been a religious man, fully convinced of the efficacy of prayer. Following two hair-raising experiences, a wreck in which his engine rolled down a 30-foot embankment, and the hold-up of his northbound mail train above Gainesville, about 1909, by the notorious Bill Miner gang, Fant added lay preaching to locomotive engineering. He began preaching in the Spartanburg Y.M.C.A.; preached up and down the length of his run, and though never an ordained minister, he spread the gospel in such faraway places as California, Nova Scotia and Montreal.

When the Southern began acquiring its 1400 series mountain-type passenger locomotives in 1917, "Uncle Dave" was assigned the 1456. His name went on the side of the cab and the devout engineer had a special number plate affixed to the front of the smoke box under the headlight. The locomotive number appeared in a circular brass frame. Under it was the picture of an open Bible, across which was lettered:

HOLY BIBLE
THY WORD
IS TRUTH
JOHN 17:17

For a quarter of a century Engineer Fant left Atlanta at midnight with passenger train No. 36, and returned in the morning with No. 37, formerly the New York and New Orleans Limited, since 1925, the Crescent Limited. He became an institution along his route through the old red hills of Georgia. The moaning whistle of the 1456 and later of the big green Ps4 Pacifics became familiar music to dwellers along his route. If it happened to be his return trip with No. 37, Negroes in the cotton fields would stop and rest on their plow handles, or lean against their hoes, until the lonesome notes of the whistle had died out on the morning air. Or, if it was at night, sleepy eyes would peer out through the chinks of innumerable cabins, and doors would be thrust open to get a glimpse of the flash that passed swiftly in the darkness.

Like his older and ill-fated contemporary, Samuel T. "Preacher" Watkins, of the Atlanta-Birmingham run, David J. Fant's credo was "Trust in the Lord." He still lives at his home in West End, enjoying well-earned retirement and rest. His only son, David J. Fant, Jr., a minister of the gospel, resides in New York where he is also general secretary of the New York Bible Society.[214]

Another Atlanta retirement of 1939 involved, not an individual, but a romantic old institution, Nunnally's, at 101 Peachtree Street. Wrote Lamar Q. Ball in the *Constitution,* on June 24:

"Five simple words in plain white chalk on a Peachtree store window caused a sentimental catch in the throats of hundreds of Atlantans as they were swept along yesterday in the pedestrian currents.

The sign read curtly:

ALL FIXTURES
FOR SALE
INSIDE

"To those Atlantans, it was a cruel epitaph for Nunnally's, the glamorous fountainhead of years gone by on that romantic plaza where Peachtree, Broad and Luckie streets converge, where all Atlanta met after the show, where it was most necessary that anyone who was anyone in young Atlanta be seen in mid-afternoon.

"To the Nunnallys, who continue with the candy business which bears their name, it means simply the closing of 'the store.'

"Winship Nunnally admitted yesterday that his company had permitted one of Atlanta's most romantic landmarks to pass into oblivion but argued that 'it won't be long before we give Atlanta something she really deserves, for our business, you know, as all other business, must keep step with modern progress.'

"To that middle-aged strata of Atlanta's men and women, however, the passage of Nunnally's, as they knew it in the good old days, earlier in this century, means the passing of one of the last links with the romance of youth.

(Courtesy Atlanta Historical Society)

During 1947 twenty-three historic sites in downtown Atlanta were marked by bronze tablets. Sponsors of the plan, conceived by Harrison Jones, Chairman of the Board of the Coca-Cola Company were: The Central Atlanta Improvement Assoc., represented by Clark E. McDonald; The Junior Chamber of Commerce, John A. Jenkins and the Atlanta Historical Society, Franklin M. Garrett. Sculptor Steffen Thomas made and affixed the tablets, which were paid for by individual building owners. Above photo, made Oct. 1947, in front of William-Oliver Building, one of the spots marked, shows, from left to right: William T. Healey, Clark E. McDonald, Mrs. William T. Healey, Sr., Franklin M. Garrett and John A. Jenkins. The William-Oliver Building, site of Atlanta's first municipal election, 1848, is owned by the Healey family

"Today's youth swept past along the sidewalks yesterday, indifferent to the heart-breaking meaning behind those simple words announcing the sale of fixtures.

"Middle age, however, stopped abruptly, stared in disbelief and then shuffled on, sighing.

"One woman marched up to the open door, viewed the disorder of chairs and tables piled in the middle of the floor and called plaintively to R. L. Beck, who is supervising the dismemberment:

" 'Aw, really, Nunnally's isn't leaving us, is it?'

"Beck nodded sorrowfully.

" 'Well, now that's a shame,' the woman argued, as she shuffled off.

"Most of the old-timers drop in, talk about the old Nunnally's with Beck and then 'take a look around for the last time,' while he discusses with others the value of electric fans, old dishes, old silverware and the countless other items of equipment.

"Those old-timers gather in little groups and recall the good old days, all of them insisting those days were much happier than the days of today.

"They recall the ardent youth of yesterday viewing across the absorbing landscape of a nut sundae, the girl of his dreams, a dignified, queenly type of girl, with haughty eyes and that indefinable air of aristocratic aloofness.

" 'You don't find that type today,' argued one man feelingly, 'hanging around these hot dog stands, gobbling up cheeseburgers and hamburgers.'

" 'In that pleasant mahogany setting of old Nunnally's,' observed another, 'everyone was happy but the laughter was well modulated.'

" 'Because,' interposed another, 'it had the delightful tinkle of contented chastity and not the throaty, coarse reverberations which indicate today that the girl understands both of the double meanings.'

"One little group sighed over the passage of the really artistic creations of the soda dispensers of those old days.

" 'Time was,' argued one, 'that a nut sundae was really a nut sundae—a masterpiece worthy of exclamations and not just a dab of this and a dab of that.'

"The visitors moved about wistfully viewing old candy jars, which once glittered with those hard candies of vivid colorings; an abandoned root beer barrel, a printing press which once revealed the artistries of the day, marble-topped tables where food was once prepared with painstaking concessions to cleanliness and sanitation, those black vitrolite tables with the 'N' in the top, tables with which the place was equipped when it was opened in 1907, the original chairs that were brought in for the opening and have many sturdy years left in them.

"On one wall, behind the candy counter, is pasted a time-worn notice to employees, revealing to them the secrets of the various types of special brick ice cream it was possible to order. They are reminded that Nunnally's offered brick ice cream with centers in the shapes of diamonds, hearts, spades, clubs, slippers and various other engaging symbols. They are told that the chef must have four hours' advance notice for these bricks of special design, any one of which would serve eight persons. They are told that on such special designs as St. Patrick's Day pies, calla lilies, George Washington's hatchets, Easter liles and so on, the chef would appreciate 24 hours' notice.

"On a rope and a derrick, up from the old basement kitchen comes a slicing machine to be moved out; next comes an old ice box. It is all on its way out.

"One last sign remains on the mirror behind the fountain:

" 'Ambrosia Egg Flip . . . 20 cents
. . . Sherry Wine Flavor'

"It is the passage of old Nunnally's, of old romance as far as old Atlanta is concerned."

Friday, December 15, 1939, was a never-to-be-forgotten day in Atlanta's history, for on that evening the world premiere of the movie version of Margaret Mitchell's *Gone With the Wind* was presented at Lowe's Grand Theater.

The fact that the creation of the motion picture was a gigantic undertaking is indicated by the following, quoted from a booklet, edited by Howard Dietz, published in 1939, and sold in all theaters showing *Gone With the Wind*:

"David O. Selznick bought the motion picture rights of *Gone With the Wind* on July 30, 1936 [at which time book sales had exceeded 200,000 copies], for $50,000, the highest price ever paid for a first novel. . . . The title is a quotation from Ernest Dowson's poem about Cynara. . . . The book, which consists of 1037 pages, had surpassed fifty thousand copies on the first day of sale, shattering all existing fiction records. . . . It was begun by Margaret Mitchell in 1926. . . . Most of the book had been completed by 1929. . . . In the succeeding years until its publication in 1936 much additional work was done in filling in missing chapters, rewriting certain others and checking the thousands of historical and other factual statements for accuracy. . . . It has now [1939] been translated into 16 foreign languages and has sold around two million copies of which one and three quarter millions were sold in the United States.

"Of established stars mentioned for the part of Scarlett O'Hara, Bette Davis, Katharine Hepburn, Margaret Sullavan, Miriam Hopkins, Norma Shearer, Carole Lombard and Paulette Goddard were most prominent. . . . Oscar Serlin, Maxwell Arnow and Charles Morrison, talent scouts, and Director George Cukor conducted a national search for a girl to play the part. . . . Their records show that 1400 candidates were interviewed; 90 screen-tested; 149,000 feet of black and white film and 13,000 feet of Technicolor shot in these tests. . . . The cost of the search has been computed by studio accountants at $92,000, of which about two-thirds represents cost of the screen tests. . . . Magnitude of this figure is apparent by comparison with the cost of casting the other 59 principal characters, which totalled 'only' $10,000. . . .

"The burning of the military supplies of Atlanta, one of the major spectacular scenes in the picture, was filmed on the night of December 15, 1938, at which time David O. Selznick met Vivien Leigh, a spectator, who had accompanied his brother Myron, the well-known talent representative, to the studio. . . . Struck by her physical resemblance to the Scarlett described by Miss Mitchell, in that she has the green eyes, narrow waist and pert features, he suggested a test. . . . It was made and on January 16, 1939, he signed her for the role. . . .

"To insure her mastery of the southern accent, Selznick engaged Will A. Price of McComb, Mississippi, an expert in southern dialects, and Susan Myrick, of Macon, Georgia, known as the 'Emily Post of the South,' to assist her in her cultivation of it. . . . Miss Myrick was also entrusted with the job of technical adviser in the matter of southern customs and manners. . . . To authenticate all details of the production historically, Wilbur G. Kurtz, of Atlanta, distinguished historian and artist of the South, was added to the staff.[215] . . .

"Other noted individuals to whom credit must go for exacting chores in the production are: William Cameron Menzies, who was given the unparalleled assignment of 'Production Designer'. . . . Lyle Wheeler, head of the

Selznick International art department. . . . Joseph B. Platt, one of the nation's foremost industrial designers, who created interiors for the picture. . . . Walter Plunkett, one of Hollywood's foremost stylists, who designed the costumes. . . .

"Sidney Howard worked with Selznick for almost a year on the script, but died in a tragic accident on his Connecticut farm before he had ever seen a shot of it on the screen. . . . Even such well-established artists as Leslie Howard, who plays 'Ashley Wilkes,' and Olivia de Havilland, who is seen as 'Melanie,' were tested before being definitely assigned the parts. . . .

"Clark Gable, borrowed by Selznick from Metro-Goldwyn-Mayer, also made costume and make-up tests, though rarely in the history of pictures has an actor been such a unanimous choice of public and press as Gable was for the role of 'Rhett Butler.' . . .

"While no exact percentage has been measured, the dialogue in the picture is predominantly from the book. . . . William Cameron Menzies, Lyle Wheeler and the art department prepared more than 3000 sketches, visualizing in full color all the principal scenes in the picture. . . . More than 5500 separate items of wardrobe were required to be designed by Walter Plunkett, for which he had to draw more than 400 sketches. . . . His task was complicated by the historic fact that during the eleven years covered by the events described in the book, men's and woman's fashions underwent three complete changes. . . . He thus had to re-create not only the fashions of the hoopskirt era before the war, but the makeshift models of the poverty-stricken war years and the bustle modes of the 'reconstruction' period. . . .

"Production of the long-awaited film was officially begun on January 26, 1939. . . . A complex directorial problem arose early when Director George Cukor and Selznick found that they did not agree on the presentation of many of the individual scenes. . . . On February 15, 1939, they issued a joint statement that they had mutually agreed to end their association. . . . Victor Fleming, distinguished director of 'The Wizard of Oz,' 'Test Pilot,' and many other hit films, took over on March 1. . . . When later, in April, he collapsed from overwork, Sam Wood, who had lately completed 'Goodbye Mr. Chips,' was brought in to pinch hit for him.

"After Fleming's return to work, Wood continued on the payroll, directing a second unit. . . . At one time there were four separate units working on the picture under four different directors—Fleming, Wood, William Cameron Menzies and Chester Franklin. . . . Other directors whose special talents were required for special assignments during the production were Jack Cosgrove, Reeves Eason, and Hal Kern, the head of Selznick's film editing department, who directed the making of inserts and sound tracks. . . . It is the first time so many directors worked on one film. . . . Fleming, however, did by far the lion's share of the work and will get director credit for the film. . . .

"Approximately 449,512 feet of film were shot, of which 160,000 feet were printed. . . . From this length, most of it repetitive, the finally edited film has been cut to 20,300 feet. . . . Fifteen hundred set sketches were drawn; 200 designed and 90 constructed. . . . The recreated 'City of Atlanta' is the largest set ever built, consisting of 53 full size buildings and 7000 feet of streets. . . . The reconstructed 'Peachtree Street' alone is 3000 feet long. . . . The amount of lumber that went into the 9 sets is roughly estimated at a million feet. . . .

"Eleven hundred horses, 375 assorted other animals (dogs, mules, oxen, cows, pigs, etc.), 450 vehicles (wagons, gun caissons, ambulances, etc.), were used. . . . In addition to the 59 members of the cast, there were over 12,000 days of employment given to over 2400 extra and bit people. . . . The fact that Technicolor requires exposure of three separate strips of film simultaneously means that 1,350,000 feet of film ran through the cameras to provide a color footage of 450,000 feet. . . .

"Vivien Leigh worked in the picture for 22 weeks with only four days off in that entire time, making her role the longest in history. . . . She had more than forty costume changes, the largest wardrobe any player has ever had in one production. . . . At the 'Charity Bazaar' 10,000 articles of home manufacture, most of them genuinely antique, were offered for sale. . . . Twenty-five rare cameos were bought in the United States and Europe to be used on Scarlett's dresses. . . .

"Seven Technicolor cameras were used to film the fires of Atlanta in duplicate of the actual scene of 75 years ago. . . . Flames 500 feet high leaped from a set that covered 40 acres. . . . Ten pieces of fire equipment from the Los Angeles fire department, 50 studio firemen, 25 policemen from the Los Angeles police department and 200 studio helpers stood ready throughout the filming of this sequence in case the fire should get out of hand. . . . Three 5000-gallon water tanks were used to quench the flames after the shooting. . . .

"To have filmed every page of the book with the actual conversation and action would have required nearly a million feet of film, which would take a solid week to show with the projector running 24 hours a day. . . . Nevertheless the producers believe and hope that every well-remembered scene of the book has been included, either in faithful transcription of the original, or in keeping within the exact spirit of Miss Mitchell's work. Cost accountants estimate that in the preparation of the film, before a single foot was shot, there were 250,000 man hours devoted to preparation. . . .

"In actual production there were 750,000 man hours. . . . Seven bales of cotton went into the 2500 costumes worn by the feminine characters. . . . The cleaning bill for wardrobe during production—since the State Industrial Board requires studios to clean all wardobe after each usage—slightly exceeds $10,000. . . . Thirty-four different carpet designs were used; 36 wallpaper designs were hand-painted for the picture. . . . The American Institute of Public Opinion, known as the 'Gallup Poll,' estimates that 56,500,000 people in this country alone are waiting to see the picture—the largest potential audience any motion picture has ever had. . . . A total world audience of 100,000,000 is calculated on the basis of world returns of previous Selznick and Metro-Goldwyn-Mayer pictures."

The players in the order of their appearance in the picture, are:

AT TARA

The O'Hara Plantation in Georgia

Brent Tarleton
Stuart Tarleton
Scarlett O'Hara
Mammy
Big Sam
Elijah
Gerald O'Hara
Pork
Ellen O'Hara
Jonas Wilkerson
Suellen O'Hara
Carreen O'Hara
Prissy
George Reeves
Fred Crane
Vivien Leigh

Hattie McDaniel
Everett Brown
Zach Williams
Thomas Mitchell
Oscar Polk
Barbara O'Neil
Victor Jory
Evelyn Keyes
Ann Rutherford
Butterfly McQueen

AT TWELVE OAKS

The nearby Wilkes Plantation

John Wilkes	Howard Hickman
India Wilkes	Alicia Rhett
Ashley Wilkes	Leslie Howard
Melanie Hamilton	Olivia de Havilland
Charles Hamilton	Rand Brooks
Frank Kennedy	Carroll Nye
Cathleen Calvert	Marcella Martin
Rhett Butler	Clark Gable

AT THE BAZAAR IN ATLANTA

Aunt "Pittypat" Hamilton	Laura Hope Crews
Doctor Meade	Harry Davenport
Mrs. Meade	Leona Roberts
Mrs. Merriwether	Jane Darwell
Rene Picard	Albert Morin
Maybelle Merriwether	Mary Anderson
Fanny Elsing	Terry Shero
Old Levi	William McClain

OUTSIDE THE EXAMINER OFFICE

Uncle Peter	Eddie Anderson
Phil Meade	Jackie Moran

AT THE HOSPITAL

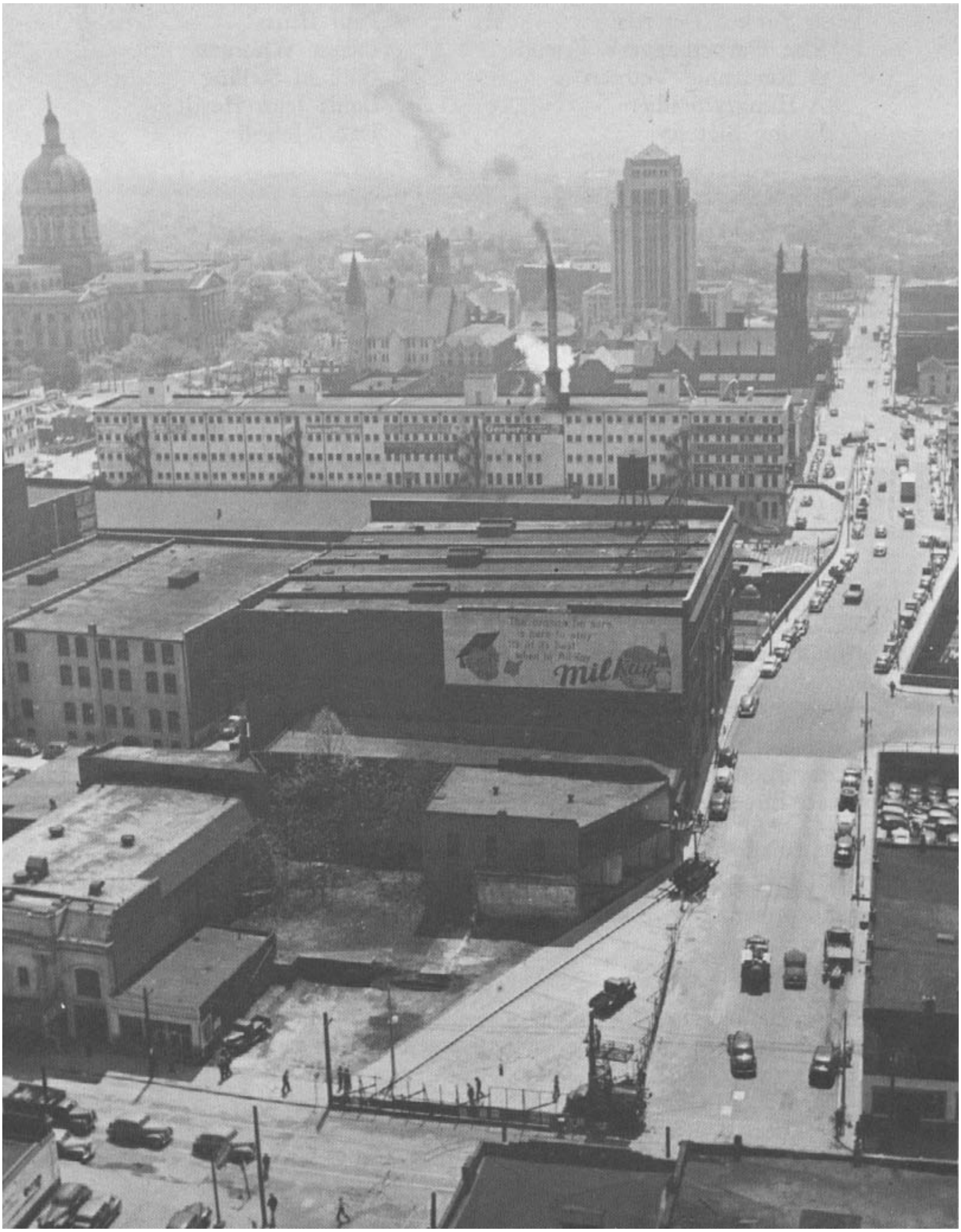
Reminiscent Soldier	Cliff Edwards
Belle Watling	Ona Munson
The Sergeant	Ed Chandler
A Wounded Soldier in Pain	George Hackathorne
A Convalescent Soldier	Roscoe Ates
A Dying Soldier	John Arledge
An Amputation Case	Eric Linden

DURING THE EVACUATION

A Commanding Officer	Tom Tyler

DURING THE SIEGE

A Mounted Officer	William Bakewell
The Bartender	Lee Phelps



(*Courtesy Atlanta Historical Society. Photo by Julian Maddox*)

Opening a traffic bottleneck, Central Ave., Ivy and Decatur Streets, April, 1947. Central Avenue looking south. Compare this picture with view of same street, 1876. One building in both pictures—Catholic Church of the Immaculate Conception, completed 1873

Georgia After Sherman

A Yankee Deserter	Paul Hurst
The Carpetbagger's Friend	Ernest Whitman
A Returning Veteran	William Stelling
A Hungry Soldier	Louis Jean Heydt
Emmy Slattery	Isabel Jewell

During Reconstruction

The Yankee Major	Robert Elliott
His Poker-Playing Captains	George Meeker Wallis Clark
The Corporal	Irving Bacon
A Carpetbagger Orator	Adrian Morris
Johnny Gallegher	J. M. Kerrigan
A Yankee Businessman	Olin Howland
A Renegade	Yakima Canutt
His Companion	Blue Washington
Tom, a Yankee Captain	Ward Bond
Bonnie Blue Butler	Cammie King
Beau Wilkes	Mickey Kuhn
Bonnie's Nurse	Lillian Kemble Cooper

Atlantans were understandably elated when, on the evening of July 17, 1939, rumors of a New York premiere were spiked, and David O. Selznick announced through the United Press and in a letter to Mayor Hartsfield, that the premiere would be held in Atlanta. Said Selznick:

". . . I can assure you that so far as I or the company of which I am the head is concerned, it is not merely our intention but our utmost desire to hold the premiere in Atlanta and we are making extensive plans to that end."

Informed of the decision, the mayor said "That's fine."

"I will write Mr. Selznick that he will have our full co-operation in making the presentation a gala event, and I intend to send a personal invitation to Vivien Leigh, Clark Gable and the other members of the cast to be with us for the occasion."[216]

For weeks thereafter Atlantans anxiously looked forward to an announcement of the premiere date. The announcement finally came on November 4, through Howard Dietz, of M.G.M. The premiere would be held at Lowe's Grand Theater at 8:15 o'clock Friday night, December 15, Simultaneously, Mrs. W. Colquitt Carter, president of the Atlanta Junior League, announced detailed plans for a gala society ball at the city auditorium on Thursday night, December 14, the proceeds to go to Junior League Charities.[217]

The visiting movie stars and Hollywood personalities began to arrive in the city on the afternoon of December 13. And, as Vivien Leigh, seated between Mayor Harstfield and Producer David O. Selznick, was whisked from the airport to the Georgian Terrace Hotel behind a highly excited motorcycle police escort, her first words were: "Look! There's that red dirt we've been working in!"[218]

Other notables who arrived on the same plane with Miss Leigh, or shortly thereafter, were Olivia de Havilland, Laurence Olivier, Mr. and Mrs. Selznick, Ona Munson and Atlanta's Evelyn Keyes, daughter of Mrs. Maude Keyes, of 1081 Sells Avenue, SW.[219] Clark Gable and his wife, Carole Lombard, arrived by air late the following afternoon.[220]

Indeed, a full day's program had been arranged for the entertainment of the stars and others on the 14th, as follows:

"8.20 A.M.—Union Station, Dixie Limited from Chicago—Laura Hope Crews.

"8:25 A.M.—Terminal Station, from New York City—Miss Claudette Colbert, Selznick International Pictures officials, Metro-Goldwyn-Mayer officials and distinguished guests.

"10:15 A.M.—Whitehall and Alabama streets, program to light historic lamp post by Old Guard battalion and Atlanta United Daughters of the Confederacy.

"11.00 A.M.—Kay Kyser and orchestra arrive by special plane, Candler airport.

"12.00 Noon—Ansley Hotel. Miss Ann Rutherford will be interviewed by Mr. and Mrs. Wilbur G. Kurtz before members of the Junior Chamber of Commerce.

"1:00 P.M.—Better Films Committee luncheon at Atlanta Athletic Club, honoring film stars.

"3:00 P.M.—Candler field, from the West Coast—Clark Gable, Carole Lombard,, L. B. Mayer, studio production chief; Victor Fleming, director; Howard Strickling, M-G-M Studio publicity manager; Nelson Millikan, American Airline official.

'"4:00 P.M.—Forsyth and Whitehall streets—parade starts through downtown area.

"4:00 to 6:00 P.M.—Woman's Press Club will entertain Margaret Mitchell and visiting celebrities at Piedmont Driving Club.

"5:00 P.M.—Georgian Terrace Hotel, cocktail party for stars and celebrities.

"7:30 P.M.—City auditorium doors open.

"8:30 P.M.—*Gone With the Wind* ball starts; introduction of Major Clark Howell, as master of ceremonies, by Mrs. Colquitt Carter, president of the Atlanta Junior League; introduction of stars and clearing of floor for appearance of Kay Kyser and orchestra.

"10:30 P.M.—NBC 'red' network broadcast of *Gone With the Wind* festivities; introduction of celebrities.

"11:20 P.M.—Grand march led by Atlanta's choice for 'Scarlett' and Harry Sommers, chairman of the board of trustees, Atlanta Community Fund.[221]

"12 M.—Prizes announced by Kay Kyser.

"12:00 M.-2:00 A.M.—Dancing."[222]

The parade of the afternoon of the 14th was delayed and dusk was falling, but most of Atlanta remained packed in the downtown area to collect its promised view of Clark Gable and the other stars. Indeed, more people lined the route of the parade than were in the combined armies of Sherman, Johnston and Hood during the Atlanta Campaign of 1864. The route led from the airport via Stewart Avenue to Whitehall to Peachtree to the Georgian Terrace.

A special platform had been erected at the northeast corner of Peachtree and Ponce de Leon Avenue. As the guests arrived they were whisked from their automobiles to the brilliantly lighted platform, while a loudspeaker blared descriptions. When all had arrived Mayor Hartsfield introduced Governor Rivers. He, in turn, introduced Governor Prentice Cooper, of Tennessee; Governor Frank M. Dixon, of Alabama, and Governor Burnet Maybank, of South Carolina. Then Hartsfield returned and introduced, one by one, the staff and actors of the motion picture. [223]

The Junior League Ball at the auditorium that evening was the epitome of success. Its inception was rather casual. Back in February the Atlanta papers carried stories to the effect that the world premiere of the film version of Margaret Mitchell's phenomenally successful novel would be held in Atlanta—eventually.

Among the thousands who read the stories were the two Nixon sisters, Mrs. William A. Parker and Mrs. Malon C. Courts, both members of the Junior League. In talking the matter over they decided it might not be a bad plan for the League to sponsor a dance in connection with the premiere to raise a little money. Later in the day Mrs. Parker met Mrs. Green D. Warren, then chairman of the League's ways and means committee and ever on the alert for anything that even looked like it might have a profitable, civic or charitable angle. Mrs. Warren thought the idea a splendid one. She cleared it with Mrs. Joseph W. Cooper, Jr., League president at the time, and with Margaret Mitchell. To make a long story short the Junior League, 400 strong, went to work.[224] The result was described by Willard Cope, the morning after the ball:[225]

"The south of legend and history issued from the past gloriously last night as the fixed program for the *Gone With the Wind* ball was presented before the distinguished company of celebrities from every section of the country and from every field of endeavor.

"In the colorful setting of flags, bunting, Confederate colors predominating, interspersed with smilax and laurel, the spectators saw the stage presentation offered with great spirit, were moved by the revival of old southern melodies and were thrilled as the spotlight leapt from point to point among the boxes as Major Clark Howell, master of ceremonies, introduced briefly the personages whom thousands of those present had come chiefly to see.

"The crowds entered beginning at 8 o'clock, to the music of Enrico Leide and his orchestra. Leide had arranged special and appealing medleys of familiar songs, *Old Kentucky Home, Suwanee River, Carry Me Back to Old Virginia,* graceful waltz music and spirited war songs, climaxing appropriately at one point with Dixie.

"This music gave a background of sound, and set an atmosphere in which the visitors surveyed the auditorium interior and gasped with pleasure at the setting in Taft Hall, which represented the bazaar of *Gone With the Wind* which furnished the reason for the original ball.

"The program proper began at 8:30 o'clock with the introduction by Mrs. W. Colquitt Carter, president of the Junior League, of Major Howell. There was a pleasant exchange of compliments between Mrs. Carter and Major Howell, in the course of which he paid tribute to the achievements of the Junior League and its devotion to civic projects which far outweigh, he declared, any consideration of social prestige with which the League may have been concerned.

"He appeared in the costume of 'Dr. Meade,' from the book, and enacted the same role which that now famed physician had performed in the book.

"Following this exchange, before a lowered curtain, there was an interesting and eye-filling interlude during which 50 members of the Junior League, each in lovely costume of the *Gone With the Wind* period, entered in order from the stage and took their places in seats provided on either side of the stage.

STANDARD OIL COMPANY
EARLE STORES
KING'S

(Courtesy Atlanta Historical Society, Photo by Adolph Rosenberg)

Buckhead, August, 1948. The most populous unincorporated community in the Atlanta area. Six miles north of the center of the city

"As this was concluded, the master of ceremonies plunged into the pleasant duty of introducing local celebrities.

"He paid tribute to Mayor Hartsfield and Governor Rivers and assured his hearers they would be along presently. His prediction proved correct, for the two officials arrived with visiting Governors Burnet Maybank, of South Carolina; Frank M. Dixon, of Alabama; Prentice Cooper, of Tennessee, and Fred Cone, of Florida.

"Then Major Howell, referring to former Governor James M. Cox, of Ohio, amid applause, said, 'Governor Cox has just shown in a very substantial way the faith he has in the future of Atlanta and this section.'[226]

"One of the most picturesque and moving phases of the program followed —the singing of spirituals by the Ebenezer Baptist Church choir under the direction of L. B. Byron. There was a most melodious blending of guitars and humming voices, and then the chorus swung into *Plenty of Room,* a fervent hymn. There followed *I Want to Walk With Jesus, Come Along Children,* and *Be Baptized.*

"The singing was upon the grounds of an old plantation home, with great columns, bathed in moonlight, and it was an extremely effective setting. Magnolias, boxwood and wisteria were present in profusion, giving great reality to the scene. Upon the portico walked a few folk in old-fashioned costumes while the singing was in progress, as if it were a scene lifted intact from slavery times.

"The long anticipated polka scene, directed by Martha Ridley and Gregory Stevens, was presented at this juncture by 12 Junior Leaguers and their partners. Special rehearsals had been going forward since the ball was first projected, and the result was a graceful display of unity in motion which drew spontaneous applause. There was a specialty number of artistic merit by Miss Ridley and Stevens.

"Major Howell led the applause after a tribute to Miss Margaret Mitchell, who did not attend so she could conserve her strength for the premiere tonight. He stressed throughout the valuable contribution of her work to spread a better understanding among all the sections of the country.

"For all of this part of the program Leide and his orchestra had provided the music, and the precision and grace of the dancers in following the music again evoked applause. The numbers were freely declared unusually beautiful and pleasing.

"At this point, Major Howell launched upon the introduction of celebrities, which to many proved one of the high points of the evening. He began with 'our own' Evelyn Keyes, and progressed to Ann Rutherford, Alicia Rhett, Ona Munson, Laura Hope Crews, Claudette Colbert, Laurence Olivier, Carole Lombard, Mr. and Mrs. Wilbur Kurtz, Susan Myrick, David O. Selznick, Olivia de Havilland, Vivien Leigh and Clark Gable.

"Much laughter was occasioned when the mighty Gable was introduced 'in Junior League fashion' as 'Mr. Carole Lombard.' Laurence Olivier, 'who is here on his own business,' also was greeted with a sally of laughter as the master of ceremonies made this indirect allusion to Olivier's presumed courtship of Miss Leigh.

"Major Howell said he rejoiced that Miss Leigh's name was pronounced 'our way' even though it is spelled the English way, and he declared all 'southrons' were happy that Miss Myrick had taught her pupils that 'you all' is not used in the singular. The introductions were made as the honorees sat in their respective boxes, with the introducer standing upon the stage. Spotlights traveled from person to person.

"After this there was the introduction of Kay Kyser and the clearing of the arena for dancing. Two hundred negro servants performed this service impressively.

"In the succeeding interval there was an NBC broadcast of the festivities, during which Mrs. Carter, Governor Rivers and Mayor Hartsfield were introduced to a nation-wide audience. Kyser acted as master of ceremonies for this phase of the program, arranged by Lambdin Kay.

"The grand march was begun at 11:20 o'clock, led by Harry Sommers, chairman of the Community Fund, escorting Miss Margaret Palmer, daughter of Mr. and Mrs. C. F. Palmer, who thus was introduced to the audience as the 'Atlanta Scarlett," winner of the costume contest conducted by the *Constitution* and the Junior League.

"Miss Palmer appeared in the beautiful green-sprigged mousseline dress worn by Scarlett in one of the principal scenes of the film. Her appearance was greeted with much applause as she and Sommers led the preliminary to the dance.

"As the dance proceeded there was the judging of costumes by the committee consisting of Miss Myrick, Miss Elizabeth Arden, John Hay Whitney, Wilbur G. Kurtz and Howard Dietz. The selections were announced at midnight and prizes were distributed for the most outstanding masculine and feminine costume, most interestingly costumed couple, most authentic old costume and best copy of a dress of the period.

"Here the formal program ended, and dancing continued with Kyser's orchestra until 2 o'clock this morning."

No one who witnessed the world premiere of *Gone With the Wind* is likely ever to forget the event. The *Constitution's* Willard Cope characterized it as the greatest news story in Atlanta since Sherman. Wrote he the morning after.[227]

". . . In brilliance, in color, in distinction, in action and in plot the premiere last night evidenced what a quiet, bright-eyed young feminine person can do in drawing to her home city the notables of America. It was merely one aspect of her remarkable one-book literary career.

"If ever there was an apt physical commentary upon an event, it was the presence of the greatest known peace-time concentration of lights—five 800-million candlepower army searchlights—in front of the theater.

"They will be talking about the premiere, and its divers eye-arresting, pulse-quickening, heart-warming details when the last small boy there is an old, old boy indeed, biting toothlessly into his porridge.

"There was build-up. There was timing. But through it all ran a comforting, kindly, pleasant, even sentimental thread, or strain. The whole brilliant scene had reality.

"All present—in an assemblage, which drew from every important region and stratum of American life—were held together by the sense of sharing in a common, and most historic, experience.

"Sitting with them in seats about the theater were Miss Mitchell, the author; David O. Selznick, the producer; such stars as Gable, Leigh, de Havilland, Munson, Rutherford, Keyes and Crews; the head of the publishing house which brought out the original book, and its associate editor, Lois Dwight Cole, life-long friend of the author, who might justly have been termed co-author since it was she, as the story runs, who insisted that a literary scout for her firm should look up Miss Mitchell on a now historic southern trip.

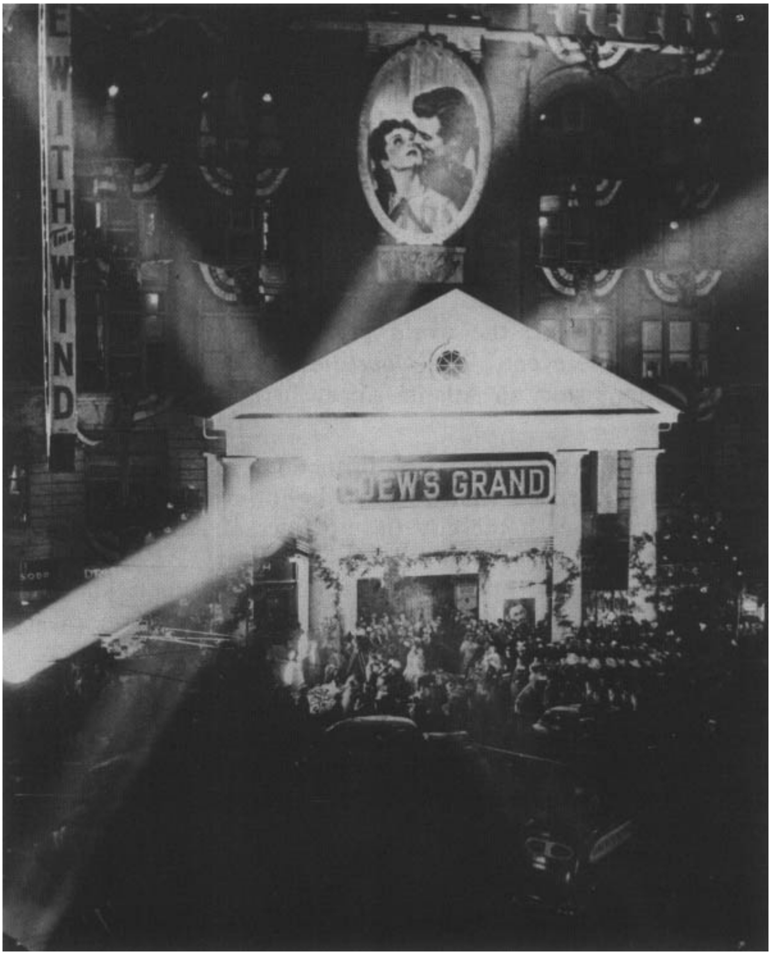
"It was as if two shows were being presented simultaneously—the fictional *Gone With the Wind* on the screen and the factual 'Biography of Gone With the Wind' in the seats and aisles, as well as upon the screen, of the theater.

"News, history, was being made, and everybody knew it.

"The 'four hundred" of America, numbering 2031, were all there. Literature, the theatrical arts, journalism, banking, politics, society, each had a large, even generous, quota of representatives.

"Every person attending was a potential celebrity, at least to strangers, and this fact had a way of putting electricity into the air. The whole crowd, spiritually, were moving about upon a stage.

"It was Hollywood, but it was also Atlanta. It was theater, but also life.



(*Courtesy Angus Perkins, Atlanta Journal*)

Loew's Grand Theater as it appeared upon the momentous evening of Dec. 15, 1939—the world premiere of Margaret Mitchell's "Gone with the Wind"

"The premiere began long before the appointed hour of 8:30 o'clock. It began, when, about 6 o'clock, the area before the theater, formed at the meeting of Carnegie Way, Forsyth, Peachtree and Pryor streets, was closed to general traffic, to become for the moment, 'Celebrity Square.'

"Crowds began to gather and to mass themselves up and down Peachtree and all of its tributaries. All automobiles approaching the brilliant destination were required to come via Carnegie Way and their occupants to show admittance tickets to at least three different questioners, on this occasion, national guardsmen.

"The cars drew toward the theater slowly through narrow lanes of humanity created by the actual linking of guardsmen together along the route, each gripping a short loop of strong rope in each hand, and each loop being shared with a neighboring soldier. People pressed solidly against the guardsmen, but not too strenuously.

"There was great good humor among the spectators. They stared and smiled and commented on the appearance of passing groups or individuals and occasionally burst into cheers or applause as somebody among the notable visitors was recognized. They were having a party on their own, and enjoying it.

"For this aspect of the premiere the piercing aerial lights, rotating according to a fixed pattern, provided the most dramatic element. In such a setting, even the commonplace would have become romantic, and there was little of the commonplace even about standing in a crowd in a somewhat chill evening at such a time.

"These patient, happy watchers had their moment of moments later, however—in fact, a series of them—when the stars came by the same route to the theater. Each was recognized, each was advanced in his or her vehicle through a continuing wave of cheers, and each found it very pleasing. Gable, as has become the Atlanta custom, received the greatest volume of plaudits, received them with his easy, winning smile and wave of the hand.

"At the entrance to the theater the glamor began in earnest. The facade was given over to a reproduction of a stately, columned manor house. Above it hung a very large cameo of Rhett and Scarlett. The whole was bathed in roving lights, so bright that the reflection almost was blinding.

"To this entrance came the cars and the patrons of whatever degree. The vehicle paused momentarily, the passengers were assisted swiftly out, and the car sped on its way. The new arrivals passed immediately under the view of Julian V. Boehm, who announced them, by loudspeaker and radio, to a listening world.

"Having once shown their tickets, just beyond the box office—on this occasion a meaningless institution—the guests were free to become spectators for a time. Scores returned to the front of the theater, within the marquee, and watched other arrivals, listening with interest to the Boehm recital of names, and following the parade of modish men and fashionable women up the little walkway from the curb to the entrance.

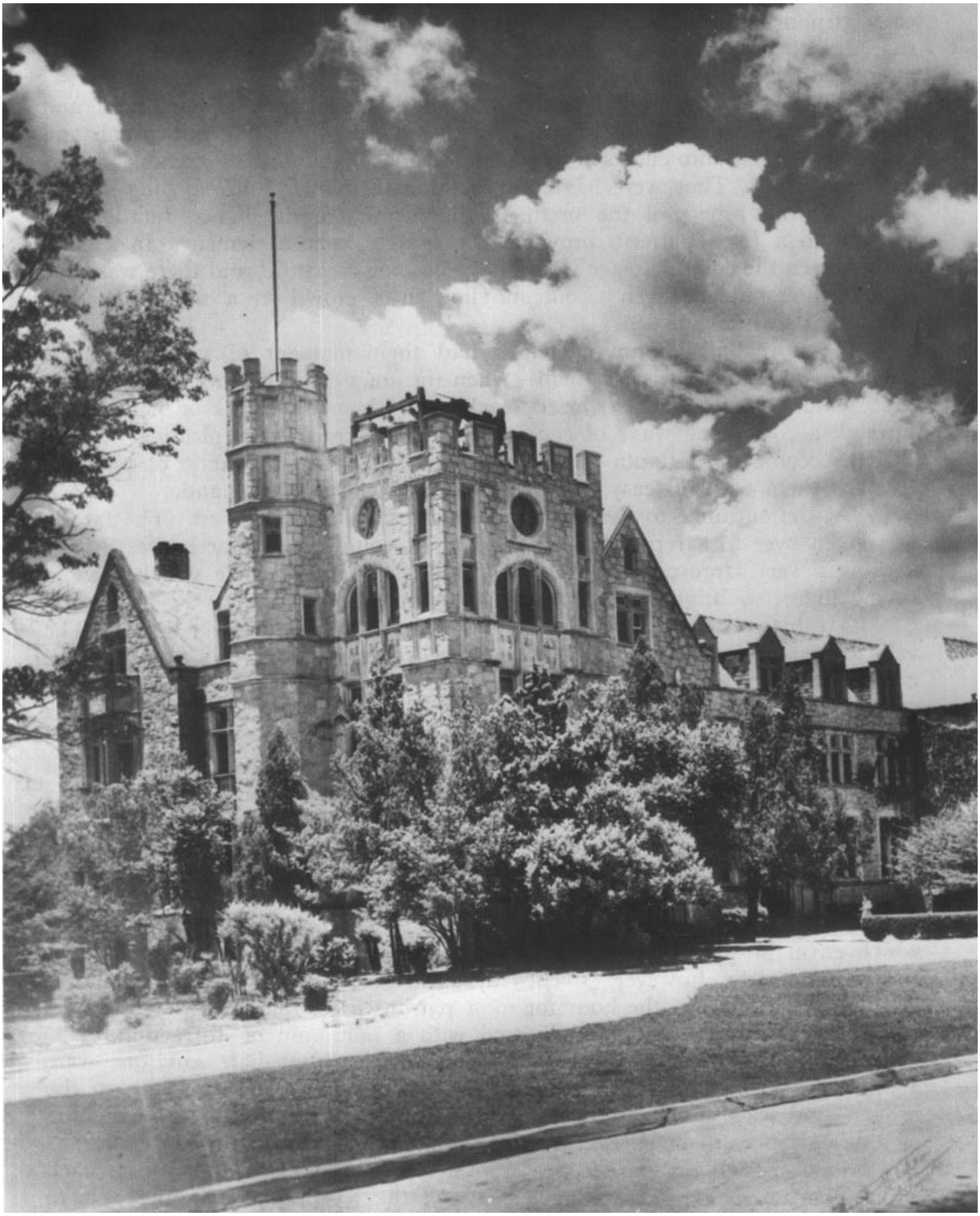
"It was sense of participating in a show as it was being written and enacted which gave the premiere the most remarkable quality.

"Restlessness, however, swept through the observers as the hour of 8 o'clock approached—the hour for most patrons to be seated so that the stars and other celebrities could be admitted with a minimum of distraction.

"Somewhat reluctantly, the marquee and its immediate environs were abandoned for the approach through the beautifully decorated lobby to the ushers—and seats. Once established, the spectators began an anxious watching of aisle entrances to be sure no one of the stars would pass undiscovered.

"Soon enough the parade began. There were bursts of applause as each came along, casually, yet smilingly aware of the reception, down the aisle to the appointed seat. The 'names' came, one after the other, with Gable last, of course, and receiving the greatest applause of any of the actors.

"But the entrance of Miss Mitchell—her mere coming down the aisle, smilling, on the arm of her tall, prematurely white-haired husband, John Marsh—brought a spontaneous ovation which exceeded the greeting given any other.



(*Courtesy Atlanta Historical Society. Photo by Thurston Hatcher*)

Lupton Hall, Oglethorpe University as photographed by Thurston Hatcher, 1948. The building was made possible through the generosity of John T. Lupton (Coca-Cola) of Chattanooga, Tenn. Completed 1920, Morgan and Dillon, Architects

"It was her night, even more than Gable's, and the assemblage realized and paid tribute alike to her and to the occasion. Dressed in a costume which seemed something like a wedding dress, she smiled brightly, yet shyly, and it might have been suspected that she was a trifle frightened. Her husband smiled jovially, both performed a sort of bow-in-motion, and an usher escorted them to a haven of temporary obscurity.

"This was the high moment, recognizably so, and the audience soon relaxed for the beginning of the first public exhibition of the film so long awaited and so animately discussed.

"The showing began with a comfortingly slow dimming of the lights which adjusted eyes long accustomed to bright lights and steady gazing about. It required a minute, or perhaps longer, for the numerous brilliant chandliers to fade slowly into complete darkness.

"As the last diminution went forward, there was the beginning of musical, staccato, threatening sound from the stage—the opening of the 'picture.' This continued for some moments before the first light appeared upon the screen.

"Applause arose as the first flicker of the text appeared. It was renewed as each important character was introduced by name, and in his own photographed semblance, upon the screen. The first sight of Tara, obtained in magnificent Technicolor effects, drew Rebel yells. The audience was stirred from the beginning, and showed it freely.

"A movingly phrased introduction, an ominous prose telling of the death of an era, and presented in an effective Old English type, sent by its sheer force a thrill through the whole company, piercing sophistication to a genuine response to the saga of the Old South.

"And as the scenes moved forward through the mounting climaxes, there was that eloquent silence—that complete absence of sound—which told of genuine, sustained, almost panting interest.

"The characters lived, and the story being unfolded was the story of the audience itself symbolically."

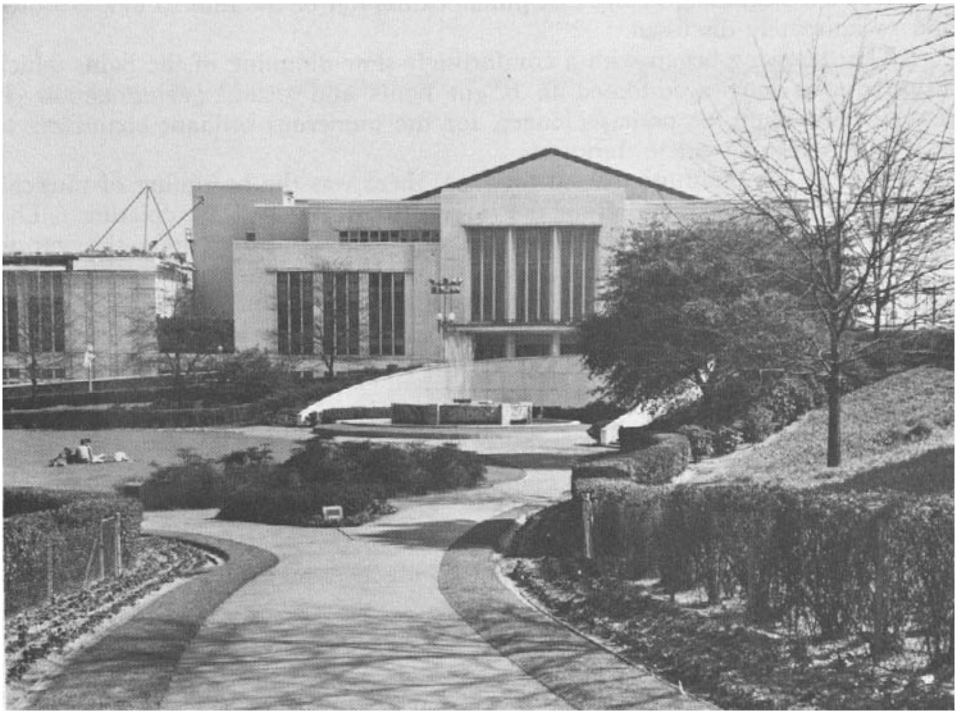
Following the premiere the Piedmont Driving Club was host at a *Gone With the Wind* breakfast. Its beautiful colonial ballroom formed the setting for the breakfast which was served in true southern style to 500 members of society, distinguished visitors from all points of the compass and the bevy of glamorous film stars on hand for the occasion. The breakfast menu included typical southern dishes, broiled ham, chicken and sausages, hot biscuits and golden brown waffles, hominy and steaming coffee. A delightful accompaniment was the program of southern melodies and dreamy waltzes presented by a popular orchestra.[228]

By 8 o'clock that morning the stars, with the exception of Evelyn Keyes and Ann Rutherford, had departed, by air for the West Coast, and by train for New York.

The motion picture *Gone With the Wind* went on to become the greatest movie money-maker of all time—$35,000,000.[229] And for two December days in 1939, Atlanta, which had never been a typical city of the Old South, seemed emblematic of that period, a period so movingly pictured in words by Ben Hecht in his introduction to the film:

> "There was a land of Cavaliers and Cotton Fields called the Old South. . . . It was the last tableau of Feudal Days, the last ever to be seen of Knights and their Ladies Fair, of Master and of Slave. . . . Look for it only in books, for it is no more than a dream remembered, a Civilization gone with the wind."

In 1939 as in former years death took its annual toll of well-known and useful citizens. Among them, were Henry Morrell Atkinson, previously noted, chairman of the board of the Georgia Power Company, long a dominant personality in the business, civil, cultural and social life of Atlanta, born in Brookline, Massachusetts; James J. Haverty, outstanding furniture merchant, civic leader and patron of the arts, born in Atlanta in 1858; Andrew J. Plunkett, whose reputation as "Andy, the Barbecue King," was literally world-wide, originally of Butts County, Georgia; Ed H. Bradley, veteran political reporter for the *Atlanta Journal,* a native of Savannah; Jake H. Hirsch, Jewish leader, vice-president of the Simmons Company and member of a pioneer local family, a son of the late Morris Hirsch; Waddy Thompson, widely known author of text books on American history, a native of Columbia, South Carolina, son of a one-time governor of that state, and a resident of Atlanta since 1895; Dr. Walter S. McNeal, retired physician and paint manufacturer, a large realty owner in the Windsor and Cooper streets neighborhood and a native of Carroll County; Dr. Paul E. Lineback, professor at the Emory University School of Medicine since 1917 and a nationally recognized authority on micro-anatomy, born in Winston-Salem, North Carolina; George M. Damour, president of the Adair Realty & Loan Company, a native of Macon, Georgia; Dr. William T. Asher, widely known physician and native Atlantan; Charles A. Matthews,



(*Courtesy Angus Perkerson, Atlanta Journal*)

Hurt Park, March 1949. Municipal Auditorium in background. Between the close of the War Between the States and 1940, when Hurt Park was opened, the city had no downtown park. Named for Joel Hurt

De Kalb County commissioner since 1930, president of the Georgia County Commissioners' Association and of the De Kalb Supply Company and the Decatur Building & Loan Association, born and reared in De Kalb County; Miss Nina Hornady, noted local educator and teacher, for many years active in various patriotic societies, daughter of pioneer Atlanta Baptist Minister Dr. Henry Carr Hornady; Pinckney H. "Pink" Cherry, widely known retail grocer, born near Columbus, Georgia; Martin D. "Pop" Gleason, active in the civic and fraternal life of Atlanta and for more than 10 years business review editor of the *Constitution,* born in Rochester, New York; Marvin R. McClatchey, widely known in local real estate and insurance circles, a native of Marietta, Georgia; Dr. Gustavus R. Glenn, 90, noted Georgia educator, state school commissioner for eight years beginning in 1894 and an 1872 graduate of the University of Georgia, born in Jackson County; Charles W. Tway, advertising executive, former automobile dealer and a nationally known skeet shooter, a native of Irwin, Ohio; William Alden, a Decatur civic leader since 1910, advertising and newspaper man, originally of Cincinnati, Ohio; Dr. George C. Mizell, physician and one of the most prominent internal medicine specialists in the South, born in Tuskegee, Alabama; Oscar Newton, president of the Federal Reserve Bank of Atlanta and one of the most prominent figures in financial circles in the South, a native of Crystal Springs, Mississippi; Cliff C. Hatcher, widely known insurance man, born in Houston County; P. C. Gilham, Sr., prominent business man and a local pioneer in the electrical and appliance business, formerly active in the field of radio; Jacob Eiseman, 92, pioneer business man and clothing merchant, a local resident for 70 years and native of Germany; Franklin M. Mikell, a retired executive of the Royal Insurance Company and brother of Bishop H. J. Mikell, of the Atlantan diocese of the Episcopal Church, born on Edisto Island, South Carolina; J. H. Schroeter, printing machine expert and manufacturer, a native of Atlanta; Dr. Andrew Sledd, a member of the faculty of the Emory University School of Theology for 25 years and a nationally known Bible authority, born at Lynchburg, Virginia; George A. Bland, treasurer of the Retail Credit Company and a leader in the business, civic and religious life of Atlanta, born in Darlington, South Carolina; William A. Edwards, noted architect, since 1915 senior member of the firm of Edwards & Sayward, a native of Darlington, South Carolina; Frank J. Merriam, editor of the *Georgia Market Bulletin* and for 30 years president of the *Southern Ruralist;* Eugene D. Thomas, a judge of Fulton Superior Court since 1923 and a former practicing attorney, born at Chapel Hill in Douglas County; Dr. William C. Warren, prominent eye, ear, nose and throat specialist, born in Griffin, Georgia, and a resident of Atlanta since childhood, father of Drs. William C. Jr., and Green D. Warren; Samuel Hoyt Venable, half owner of Stone Mountain, a pioneer in the granite business of the South and native Atlantan; Herbert Porter, publisher of the *Atlanta Georgian,* an outstanding newspaper man and civic leader, and a native of Omaha, Nebraska; Carl Karston, widely known local labor leader and musician, Spanish-American War veteran and a leader in the formation of the Atlanta Labor Temple Association, a native of Magdeburg, Germany.[230]

Others were Walter G. Cooper, Sr., journalist, historian, civic and religious leader, secretary of the Atlanta Chamber of Commerce from 1902 to 1919 and a promotor of the Cotton States and International Exposition of 1895, born in Flovd County near Rome; George F. Eubanks, founder of the Eubanks Mantel & Tile Company and widely known in fraternal circles, a native of

Barnwell County, South Carolina; Dr. Arthur Van Henry, founder and first head of the department of ceramics at Georgia Tech, born in Columbus, Ohio, and died from injuries sustained while serving as a captain of artillery in the American army during World War I; Judge John Bell Hutcheson, retired justice of the Georgia Supreme Court, a noted lawyer and one-time partner of James L. Key, born in Jonesboro, member of a pioneer Clayton County family; James L. Key, "stormy petrel" in local politics for many years and mayor of Atlanta for four terms, a native of De Kalb County; Jerome C. Bean, former general passenger agent of the Southern Railway and well-known in southeastern railroad circles, born in Canton, Illinois; Herbert J. West, president of the West Lumber Company, a native of Waverly, New York, and a brother of George W. West; Arthur F. Walker, well-known architect, a resident since 1898 and native of Hopedale, Massachusetts; Llewellyn D. Scott, principal of Washington Seminary for 35 years and a widely known educator, an organizer of the Southern Lawn Tennis Association and a native of Virginia; Royal Daniel, co-editor and publisher of the Quitman (Ga.) *Free Press* and one-time assistant managing editor of the *Atlanta Journal,* noted also as a student of psychology; John R. Dickey, retired business and fraternal leader and a founder of the Atlanta Stove Works, born at Mineral Bluff in Fannin County; H. H. Norman, Sr., a member of Georgia Tech's first graduating class and since that time a member of the faculty as an instructor in the woodshop, noted as a fine cabinet and violin maker, a native of Flemington, Georgia; A. M. (Lonnie) Smith, a popular deputy clerk of Fulton Superior Court and one of the builders of the Baptist Tabernacle; Miss Elizabeth Hanna, 90, died in St. Petersburg, Florida, a pioneer local educator and an organizer of the Atlanta Chapter, United Daughters of the Confederacy, a native of Louisiana; Frank M. Brotherton, stove and furniture dealer, prominent in church and fraternal work, a son of the late Captain William H. Brotherton; Laurence R. Bratton, for nearly 50 years a leading retail druggist, born in South Carolina; Peter A. "Uncle Pete" Erwin, for nearly 50 years a member of the circulation staff of the *Constitution,* born at Erwinton, South Carolina; Oscar R. Strauss, Sr., merchandising manager and a director of Rich's Inc., former head of the old Capital City Chair Company, a native of Marienbad, Austria; Dr. Charles T. Wood, retired physician and a former instructor in medicine at Emory University, born at Lincolnton, Georgia; Morris Dwoskin, a resident of Atlanta for 30 years and founder of the painting and decorating firm of Dwoskin, Inc., a native of Russia; Edward L. Cody, young Atlanta attorney, a son of the late Fire Chief W. B. Cody, accidentally drowned in Lake Rabun; Clifford A. Cowles, long-time resident of Atlanta and retired general southern freight agent of the Norfolk & Western Railway; George W. (Tony) Linam, a member of the Atlanta police force from 1883 to 1931, born in La Grange, Georgia; Columbus L. Fain, Sr., well-known wholesale grocer and produce dealer, member of a pioneer Ben Hill area family; Claude B. Nealy, native Atlantan and a police and political reporter for the *Atlanta Georgian* since Hearst acquired the paper in 1912; Colonel John Charles Woodward, founder and president of the Georgia Military Academy at College Park, a native of Butts County; Dr. W. B. Summerall, widely known medical man, superintendent at different times of Grady, Piedmont and Georgia Baptist hospitals, a native of Florida and brother of Major-General Charles P. Summerall, retired, one-time chief of staff of the United States army; Dr. Joseph H. Bradfield, superintendent of the Battle Hill Sanitorium for 24 years, a native of Troup County; Dr. A. G. Fort, widely known eye and ear specialist and a former president of the State Medical Association, born at Lumpkin, Georgia; J. A. Sams, veteran assistant general freight agent of the N. C. & St. L. and W. & A. railroads, a native of South Carolina and resident of Atlanta since 1885; Virgil Collier, president of G. W. Collier Estates, Inc., a graduate of the University of Georgia and a son of pioneer citizen George Washington Collier; L. T. Y. Nash, long prominent in the business, civic and political life of De Kalb County, a trustee of the old Rock Chapel camp ground near Lithonia; Ernest L. McCullough, well-known businessman, vice-president of the wholesale produce firm of McCullough Brothers; Russell R. Whitman, public relations counsel and former publisher of the *Atlanta Georgian,* a native of Louisville, Kentucky; Don K. Johnston, lawyer and assistant solicitor general of Fulton County under the late Charles D. Hill, a native of Cartersville, Georgia; Robert Harrison Jones, widely known in the Atlanta building, loan and real estate field, active in religious and philanthropic work, born in Liberty County and a resident of Atlanta since 1892; Herman Cronheim, retired insurance man and fraternal leader, born in Marion County, South

(Courtesy Atlanta Historical Society)

General Lucius D. Clay came home from Germany to Marietta, May 26, 1949. A view of part of the crowd assembled in the Courthouse Square to honor the general. Platform for honor guests and speaker on left. Truck for photographers and newsmen, right.

Crowd estimated at 25,000

Carolina, and a local resident since 1885; Samuel Nesbitt Evins, Sr., noted attorney and scholar, a former member of city council and a leader in Atlanta's cultural development, born in Spartanburg, South Carolina, and came to Atlanta in 1894; James L. Girardeau, vice-president of the Campbell Coal Company, a veteran of World War I and a native Atlantan; Dr. Luther R. Christie, died in Tallahassee, Florida, a former pastor of the Ponce de Leon Avenue Baptist Church and one of the principal founders of the Second Ponce de Leon Baptist Church on Peachtree Road, a native of Halifax County, North Carolina; Walter F. Winn, manager of the *Journal's* photographic department for 30 years and long considered the dean of southern newspaper photographers, a Spanish-American War veteran and native of Newton County; Harold Hirsch, leading attorney and a nationally known authority on trademark law, for many years general counsel for The Coca-Cola Company, philanthropist, civic leader and native Atlantan; Evert A. Bancker, Sr., widely known banker and churchman, born in New Orleans; James Glenn Dodson, president of the Ironized Yeast Company, a former retail druggist and a noted financier, born in Americus, Georgia; Max R. Hall, Sr., well-known engineer, specializing as a hydrographer, born in Weston, Georgia, and a resident of Atlanta since 1890; Matthew "Uncle Matt" Leonard, for 25 years head zookeeper at Grant Park, known and loved for his Irish wit, a native of Chicago;

LOEW'S
IDGEON
MINIVER
STORY
ATLANTA'S
LEADING THEATRE
Coca-Cola
9:09
Give!
BILLY GRAHAM
Oct. 29
Russell Stover CANDIES
STOP

A busy intersection at a quiet hour—9:09 A. M. of an October, 1950, Sunday morning. Looking south on Peachtree Street at right, and Pryor, left. Large structure in center, Candler Building. Buildings on right, front to rear, Rhodes-Haverty, Piedmont Hotel, Georgia Savings Bank (Flatiron) Building

Gerald "Jazz" Carreker, educator and well-known schoolbook salesman, born in Haralson, Georgia, and a resident of Decatur since 1924; Dr. John F. Eden, veteran Baptist minister and Chaplain of the Georgia Baptist Hospital, born in Americus, Georgia; John Luther Williford, secretary and treasurer of the *Atlanta Journal,* with which he had been connected since 1900, born in Stewart County; Colonel Frederic J. Paxon, previously noted, chairman of the board of the Davison-Paxon Company and outstanding civic leader, a native of Philadelphia, Pennsylvania.[231]

During 1938 and 1939 the financial situation of the city of Atlanta grew progressively better. Indeed, as Mayor Hartsfield burned midnight oil on December 26, 1939 to sign 400 checks representing an aggregate of $875,685.98, in outstanding bills, municipal officials made a heart-warming announcement. "Atlanta," they said, "will enter 1940 free of current debt and with about $500,000 in the bank. Everything will be paid up except bonded indebtedness not yet due."[232]

As the year ended, the *Constitution* summed up on December 31:

"The old year is drifting off into the mists of time and Atlantans, taking a cup of o' kindness for Auld Lang Syne, watch it go with mingled joy and regret.

"It was a good year, on the whole, and the story it unfolded day by day in the pages of the *Constitution* was one in which there was more progress than disaster, more happiness than sorrow, more laughter than tears.

"It brought many good things, and there are few whose lives were not somehow touched by it.

"Some are richer in religious experience, because they saw or were a part of the two greatest spiritual demonstrations ever held here—the dedication of the Co-Cathedral of Christ the King, and the world meeting of the Baptist Alliance.

"Others are richer in happiness at home because the city launched during the past 12-month the greatest slum clearance program in its history—the Clark Howell, Capitol, and John Hope Homes.

"Some are richer in culture because Emory and Agnes Scott during the year received more than $3,500,000 in endowments for furtherance of their work in the fields of education.

"Many are richer in hard cash in the pocket because jobs were a little more plentiful, wages a little higher, electric rates a million dollars lower, and freight rates on many commodities were trimmed to fairer levels.

"It was a good year. Its blessings, in housing, education, economies and religion will last. Its evils were petty. The small crime, the political bickering, the folly that it brought, flared up to make news for a day then faded in the long perspective of time."

NOTES—CHAPTER 99

[1] Miller, ed., *Atlanta,* 34.

[2] Dudley Glass, "Atlanta Now Officially Second City of the South," *The City Builder,* July, 1930, p. 3.

[3] Cooper, *Fulton County,* 694.

[4] *Ibid.*

[5] *Ibid.,* 694-695.

[6] Miller, ed., *Atlanta,* 295.

[7] *Atlanta Constitution,* June 19, 1930.

[8] *Ibid.,* June 17-19, 1930.

[9] *Ibid.,* June 19, 1930.

[10] *Ibid.*

[11] *Ibid.*

[12] *Ibid.,* June 20, 1930.

[13] Saye, *Constitutional History of Georgia,* 374

[14] *Ibid.,* 374-375.

[15] *Ibid.,* 375-376.

[16] *Atlanta Journal,* Jan. 16, 1930; *The City Builder,* Jan. 1930, p. 6.

[17] *The City Builder,* Jan. 1930, p. 6; June, 1930, p. 5.

[18] City directories, 1904-1922; "Garrett's Necrology;" Office of the W. W. Orr Doctor's Building to Franklin M. Garrett, Jan. 1954.

[19] *Atlanta Constitution,* Apr. 7, 1930.

[20] *The City Builder,* June, 1931, p. 32.

[21] *Ibid.,* Feb. 1930, p. 9.

[22] Barnwell's *Atlanta City Directory for 1867,* p. 31.

[23] *The City Builder,* Oct. 1930, p. 3.

[24] *Atlanta Constitution,* Sept. 1, 1929.

[25] Which never materialized.

[26] Presumably written by Dudley Glass. Ouoted, *The City Builder,* June, 1929, p. 7.

[27] May Johnson Hook, "Commuters of the Old Goober," *Atlanta Journal Magazine,* Feb. 28, 1932.

[28] *Atlanta Journal,* Apr. 17, 1930.

[29] *Atlanta Constitution,* Sept. 28, 1930.

[30] *Ibid.,* July 3, 1930.

[31] *Ibid.,* July 13, 1930.

[32] *Ibid.,* Sept. 30, 1930.

[33] Ed Miles, "St. Patrick's Day to Mark 50th Year for Bobby Jones," *Atlanta Journal and Constitution,* Mar. 16, 1952; Ralph McGill, "Bobby Jones, Great Man and Great Golfer," *Atlanta Journal and Constitution Magazine,* Mar. 15, 1953.

[34] Miller, ed., *Atlanta,* 125; "Garrett's Necrology."

[35] "Garrett's Necrology."

[36] *Ibid.*

[37] *Atlanta Journal,* July 26, 1931.

[38] *Cf.* Chapter 78, 1900.

[39] *Cf.* Chapter 86, 1908.

[40] Jessie Folsom Stockbridge, "Gold Mine on Peachtree?," *Atlanta Journal Magazine,* Mar. 22, 1931.

[41] *Ibid.;* Frank C. Gilreath, Jr., "Happy Days Are Recalled by Atlantans As Old Colonial Club Yields to Progress," *Atlanta Journal,* Feb. 22, 1931.

[42] *Atlanta Constitution,* Aug. 30, 1931.

[43] *Ibid.,* Feb. 1, 1931; *Atlanta Journal,* Feb. 1, 1931; Julia Porter Black, "Whitehall Gate Moves to Peachtree Road," *Atlanta Journal Magazine,* Nov. 7, 1937.

[44] *The City Builder,* May, 1931, p. 3.

[45] *Ibid.,* Mar. 1931, p. 11.

[46] *Ibid.,* Nov. 1931, p. 5; city directories, 1921-1931.

[47] *The City Builder,* Dec. 1931, p. 10.

[48] *Ibid.,* Aug. 1931, p. 1.

[49] Miller, ed., *Atlanta,* 145-146.

[50] *Ibid.,* 146.

[51] *Ibid.*

[52] *Atlanta Journal,* May 7, 1931; Anderson M. Scruggs, D.D.S., "An Appreciation, DeLos L. Hill, D.D.S., F.A.C.D.," *The Frater of Psi Omega,* May 1953, p. 14.

[53] "Garrett's Necrology."

[54] *Ibid.*

[55] *Ga. Laws,* 1929, p. 551; *ibid.,* 1931, p. 527; Alex M. Hitz, "Origins of Fulton County," *A.H.B.,* XXXV (Oct. 1951), 22, 24-25.

[56] Hitz, "Origins of Fulton County," *loc. cit.,* 25.

[57] Walter G. Cooper, "Fulton Points the Way," *Atlanta Journal Magazine,* Feb. 2, 1936. *Cf.* Franklin P. Gilstrap, "Fulton County Crosses River," *Atlanta Journal Magazine,* Nov. 8, 1931; Charles L. Bass, "Campbell County Now Part of Fulton . . .," *Atlanta Constitution,* Feb. 7, 1932; "Fairborn Reopens Old Courthouse," *Atlanta Constitution,* Nov. 16, 1935. The pleasing old classic brick structure, built in 1870, when the county seat was moved from Campbellton to Fairburn, is now used as a Civic Center.

[58] Saye, *Constitutional History of Georgia,* 378-379; Cooper, *Story of Georgia,* III, 507-508.

[59] *Atlanta Constitution,* Nov. 20, 1932.

[60] *Ibid.,* July 23, 1932.

[61] *Ibid.,* Aug. 17, 1932.

[62] *Ibid.,* Sept. 28, 1932.

[63] *Ibid.*, Aug. 25, 1932; Cooper, *Fulton County*, 401-402.

[64] *Atlanta Constitution*, Oct. 24, 1932.

[65] *Ibid.*, Oct. 25, 1932.

[66] *Ibid.*

[67] 1937 Directory and Souvenir Program of the National Negro Business League Convention, p. 12.

[68] *Atlanta Constitution*, July 17, 1932.

[69] "Garrett's Necrology."

[70] *Ibid.*

[71] *Atlanta Constitution*, Mar. 19, 1933.

[72] *Ibid.*, Jan. 1, 1934.

[73] *Ibid.*, Mar. 6, 1933.

[74] *Ibid.*

[75] *Ibid.*, Apr. 8, 1933.

[76] *Ibid.*, July 18, 1933.

[77] *Ibid.*, Aug. 1, 1933; *The City Builder*, Aug. 10, 1933, pp. 3-4.

[78] *The City Builder*, Sept. 10, 1933, p. 15.

[79] Oct. 10, 1933, p. 11.

[80] John E. Ivey, Jr., Nicholas J. Demerath, Woodrow W. Breland, *Building Atlanta's Future* (Chapel Hill, 1948), 170.

[81] Charles F. Palmer, "Development of an Effective Low Rent Housing Program—The Atlanta Experience," an address delivered before the Social Action Section Session of National Conference of Social Work, Buffalo, N. Y., May 22, 1946. Typescript given to Franklin M. Garrett by Mr. Palmer.

[82] *Atlanta Constitution*, Oct. 15, 1933.

[83] *Ibid.*

[84] *Ibid.*, Oct. 19, 1933.

[85] Palmer, "Development of an Effective Low Rent Housing Program," *loc. cit.*

[86] *Ibid.*

[87] *The City Builder*, Apr. 1935, p. 16.

[88] The first tenants moved into Techwood in Sept. 1936.

[89] Quoted, Ivey, Demerath and Breland, *Building Atlanta's Future*, 170.

[90] Hopkin's *Atlas of Atlanta*, 1878.

[91] "A Biographical Sketch of Judge John Collier," *Atlanta Constitution*, Aug. 17, 1873; city directories, 1859-1934; Dr. Floyd McRae, a grandson of Judge Collier, to Franklin M. Garrett, Jan. 1954; personal recollection of the present writer, who saw the house many times in its declining years. *Cf.* Martin, *Atlanta*, I, 500, for picture of the home.

[92] *Atlanta Constitution*, Feb. 28, 1933.

[93] *Ibid.*, Mar. 7, 1933.

[94] *Ibid.*, Mar. 21, 1933.

[95] *Ibid.*, Apr. 23, 1933.

[96] *Ibid.*, July 7-Sept. 14, 1933.

[97] *Ibid.*, Oct. 1, 1933.

[98] O. B. Keeler, "Girls Bring Back Atlanta's Golfing Glory," *Atlanta Journal Magazine*, Aug. 4, 1946; Miller, ed., *Atlanta*, 127.

[99] *Atlanta Constitution*, May 20, 1933.

[100] "Garrett's Necrology."

[101] *Ibid.*

[102] Herbert G. Monroe, "Scalded Engineer Saves Train," *Atlanta Journal Magazine*, Apr. 1, 1934.

[103] *Atlanta Constitution*, Dec. 30, 1934.

[104] *Ibid.*; *The Coca-Cola Bottler*, Jan. 1934, p. 28.

[105] *Alanta Constitution*, Jan. 6, 1934.

[106] *Ibid.*, Dec. 30, 1934.

[107] *Ibid.*, Feb. 23, 1934.

[108] *The City Builder*, Mar. 1934, p. 8.

[109] *Atlanta Georgian*, Aug. 10, Sept. 17, 1934; *Atlanta Journal*, Apr. 17, 1935.

[110] *Atlanta Journal*, May 17, 1934.

[111] *Atlanta Constitution*, June 7, 1934.

[112] *Atlanta Journal*, June 10, 1934.

[113] Pete Graig, "No More Jail House Jinx," *Atlanta Journal Magazine*, Jan. 27, 1935.

[114] Mrs. H. C. Dean, President, "The Atlanta Council of Church Women," pamphlet, 1944; Letter, Dorothy J. Waldman, daughter of Mrs. A. W. Waldman, to Franklin M. Garrett, Jan. 4, 1954.

[115] *Atlanta Constitution*, Feb. 5, 1934.

[116] *Atlanta Georgian*, Aug. 30-31, 1934.

[117] At the corner of Greens Ferry Avenue, Leonard and Humphries streets.

[118] *Atlanta Georgian*, Sept. 23, 1934.

[119] *Ibid.*, Sept. 27, 1934.

[120] *Atlanta Constitution*, May 25, 1934.

[121] *Ibid.*, Sept. 4, 1934.

[122] "Garrett's Necrology."

[123] *Ibid.*

[124] *Atlanta Constitution,* Jan. 1, 1936.

[125] *City Directory,* 1935.

[126] *Atlanta Constitution,* Feb. 1, 4, 1935.

[127] *City Directory,* 1935.

[128] *Atlanta Journal,* Mar. 14, 1935; Miller, ed., *Atlanta,* 48.

[129] *Atlanta Constitution,* Sept. 19, 1935.

[130] Miller, ed., *Atlanta,* 222-223.

[131] *Atlanta Constitution,* Jan. 19-20, 1935.

[132] "Concerts in Old Railway Office," *Atlanta Journal Magazine,* Mar. 31, 1935.

[133] *Cf.* Chapter 47 of the present work.

[134] *Atlanta Journal,* Mar. 15, 1935.

[135] *Ibid.,* Apr. 28, 1935.

[136] *Ibid.,* July 1, 1935.

[137] *Atlanta Constitution,* Mar. 22, 1941.

[138] *Atlanta Journal,* Apr. 7, 1935.

[139] *Ibid.,* Feb. 5-6, 1935.

[140] *Ibid.,* Feb. 11, 1935.

[141] *Atlanta Journal,* Nov. 29, 1935.

[142] *Ibid.,* May 27, 1935.

[143] Mr. Harrison was succeeded as clerk by Miss Katherine Bleckley, present incumbent and first woman to hold the post.

[144] "Garrett's Necrology."

[145] *Ibid.*

[146] Medora Field Perkerson, "The Tragedy of the Trees," *Atlanta Journal Magazine,* Jan. 12, 1936.

[147] *Atlanta Constitution,* Jan. 7, 1936.

[148] *Ibid.,* Jan. 5-9, 1936.

[149] The present direct route to Gainesville, known as the Buford Highway, had not been built. Peachtree Road was not paved much beyond Chamblee. The only paved route in 1936 was via Lawrenceville.

[150] *Atlanta Constitution,* Apr. 7-10, 1936.

[151] *Ibid.,* Aug. 9, 11, 1936.

[152] *Atlanta Journal,* Oct. 18, 1936.

[153] *Atlanta Constitution,* Nov. 15, 1936.

[154] *Ibid.,* June 28, 1936.

[155] Stephens Mitchell, "Margaret Mitchell and Her People in the Atlanta Area," *A.H.B.,* XXXIV (May, 1950), 5-10.

[156] *Ibid.*

[157] John R. Marsh, "Margaret Mitchell and The Wide, Wide World," *A.H.B.,* XXXIV (May, 1950), 33-35.

[158] *Ibid.*

[159] *Atlanta Constitution,* Nov. 20-24, 1936.

[160] Saye, *Constitutional History of Georgia,* 380; Cooper, *The Story of Georgia,* III, 509-511.

[161] Saye, *Constitutional History of Georgia,* 380; Cooper, *The Story of Georgia,* III, 511-512.

[162] *Atlanta Constitution,* Sept. 4, 24, 1936.

[163] *Atlanta Constitution,* Sept. 24, 1936.

[164] *City Directory,* 1937.

[165] "Garrett's Necrology."

[166] *Ibid.*

[167] *Alanta Constitution,* January 6, 1937.

[168] Ralph McGill, "You'd Think He Owns Atlanta," *Saturday Evening Post,* Oct. 31, 1953, p. 28.

[169] *Atlanta Journal,* Aug. 1, 1953.

[170] *Atlanta Constitution,* Feb. 3, 1937.

[171] *Ibid.,* June 30, 1937.

[172] The former E. M. Durant home on the southeast corner of Wesley. It was occupied for a time during the 1920's as Ku Klux Klan headquarters.

[173] *Atlanta Constitution,* Nov. 7, 1937.

[174] Lee Rogers, "Miss Mamie's Historic Ferry Goes As Work Is Begun on New Bridge Over Chattahoochee at Austell's," *Atlanta Constitution,* Mar. 7, 1937.

[175] "Garrett's Necrology."

[176] *Ibid.*

[177] *Atlanta Constitution,* Dec. 17, 1937.

[178] *Ibid.,* July 20, Aug. 11-12, Sept. 17, 1938.

[179] Saye, *Constitutional History of Georgia,* 381.

[180] *Atlanta Constitution,* Mar. 3, 1938.

[181] *Ibid.*

[182] *Ibid.,* Feb. 6, 1938.

[183] *Ibid.*

[184] *Ibid.,* Sept. 30, Oct. 4, 1938.

[185] Miller, ed., *Atlanta,* 50.

[186] *Atlanta Constitution,* Mar. 6, 1938; Thomas K. Glenn, "Joel Hurt (1850-1926)," *A.H.B.,* XXV (July, 1941), 215.

[187] *Atlanta Journal,* Sept. 22, 1938.

[188] *Atlanta Constitution,* Feb. 1-Mar. 19, 1938.

[189] *Ibid.,* Mar. 31, 1938.

[190] *Ibid.,* Mar. 28, Apr. 17, May 2, May 28, June 12, July 2, Dec. 8, 1938; First and Second Annual Reports, Housing Authority of the City of Atlanta, dated June 30, 1939 and June 30, 1940, respectively.

[191] Charles F. Palmer to Franklin M. Garrett, Mar. 12, 1953.

[192] *Atlanta Journal,* Aug. 25, 1938.

[193] Surpassed only by Winecoff Hotel fire of Dec. 7, 1946.

[194] *Atlanta Journal,* May 16-19, 1938.

[195] O. B. Keeler, "East Lake—Champion-Maker," *Atlanta Journal Magazine,* June 5, 1938; Miller, ed., *Atlanta,* 125.

[196] "Garrett's Necrology."

[197] *Ibid.*

[198] *Atlanta Constitution,* Jan. 15, 1939.

[199] *Ibid.,* Jan. 19, 1939.

[200] The Baptist World Alliance had held five previous congresses: London, 1905; Philadelphia, 1910; Stockholm, 1923; Toronto, 1928; Berlin, 1934.

[201] *Atlanta Constitution,* July 19, 1939.

[202] *Ibid.,* July 23, 1939.

[203] Little more than a month later Germany marched on Poland, precipitating World War II.

[204] *Time Magazine,* May 8, 1939, p. 48.

[205] *Atlanta Constitution,* Nov. 24, 1939.

[206] *Ibid.,* Dec. 13, 1939.

[207] *Ibid.,* Feb. 1, 1939.

[208] *Ibid.,* Jan. 13, 1939.

[209] *Ibid.,* Feb. 10, 1939.

[210] *Ibid.,* Mar. 8, 1939.

[211] *Ibid.,* May 20, 1939.

[212] *Ibid.,* July 13, 1939, Feb. 17, 1949.

[213] *Ibid.,* Nov. 16, 1939.

[214] *Ibid.,* Sept. 23, 1939; *Atlanta Journal,* Dec. 27, 1942; "Open Bible Protects Engine From Harm," *Atlanta Journal Magazine,* Aug. 3, 1924; Charles H. Dickey, "Pulpit 153 Miles Long," *Atlanta Journal Magazine,* Feb. 3, 1935.

[215] The late Mrs. Kurtz, neé Annie Laurie Fuller, accompanied her husband in an advisory capacity.

[216] *Atlanta Constitution,* July 18, 1939.

[217] *Ibid.,* Nov. 5, 1939.

[218] *Ibid.,* Dec. 14, 1939.

[219] *Ibid.*

[220] *Ibid.,* Dec. 15, 1939.

[221] Proceeds of ticket sales to the premiere were turned over to the Atlanta Community Fund.

[222] *Atlanta Constitution,* Dec. 14, 1939.

[223] *Ibid.,* Dec. 15, 1939.

[224] Cary Wilmer, "How Casual Idea Was Developed Into Colossal Junior League Ball," *Atlanta Constitution,* Dec. 15, 1939.

[225] *Atlanta Constitution,* Dec. 15, 1939.

[226] James R. Gray had announced, on December 12, the sale of the *Atlanta Journal* and Radio Station WSB to Governor Cox.

[227] *Atlanta Constitution,* Dec. 16, 1939.

[228] *Ibid.*

[229] *Time Magazine,* Jan. 11, 1954, p. 80.

[230] "Garrett's Necrology."

[231] *Ibid.*

[232] *Atlanta Constitution,* Dec. 27, 1939.

CHAPTER 100

EPILOGUE

A DETAILED history of the years since 1939 must, of necessity, be left to a future historian. The deadline for the publication of this history, the writing of which occupied four years of unrelenting labor, plus years of research, is long past.

Perhaps it is best that the very recent past be left to future historical consideration, for certainly the passage of more time will give perspective to what might be written.

A brief review must suffice here. The years beginning with 1940 have been significant years. In September, 1939, World War II, the greatest man-made cataclysm of all time, began. For a time, during the early 40's the fate of the free world hung in the balance. The stringency of the 30's was submerged in the economy of war and the flush times which followed and still persist.

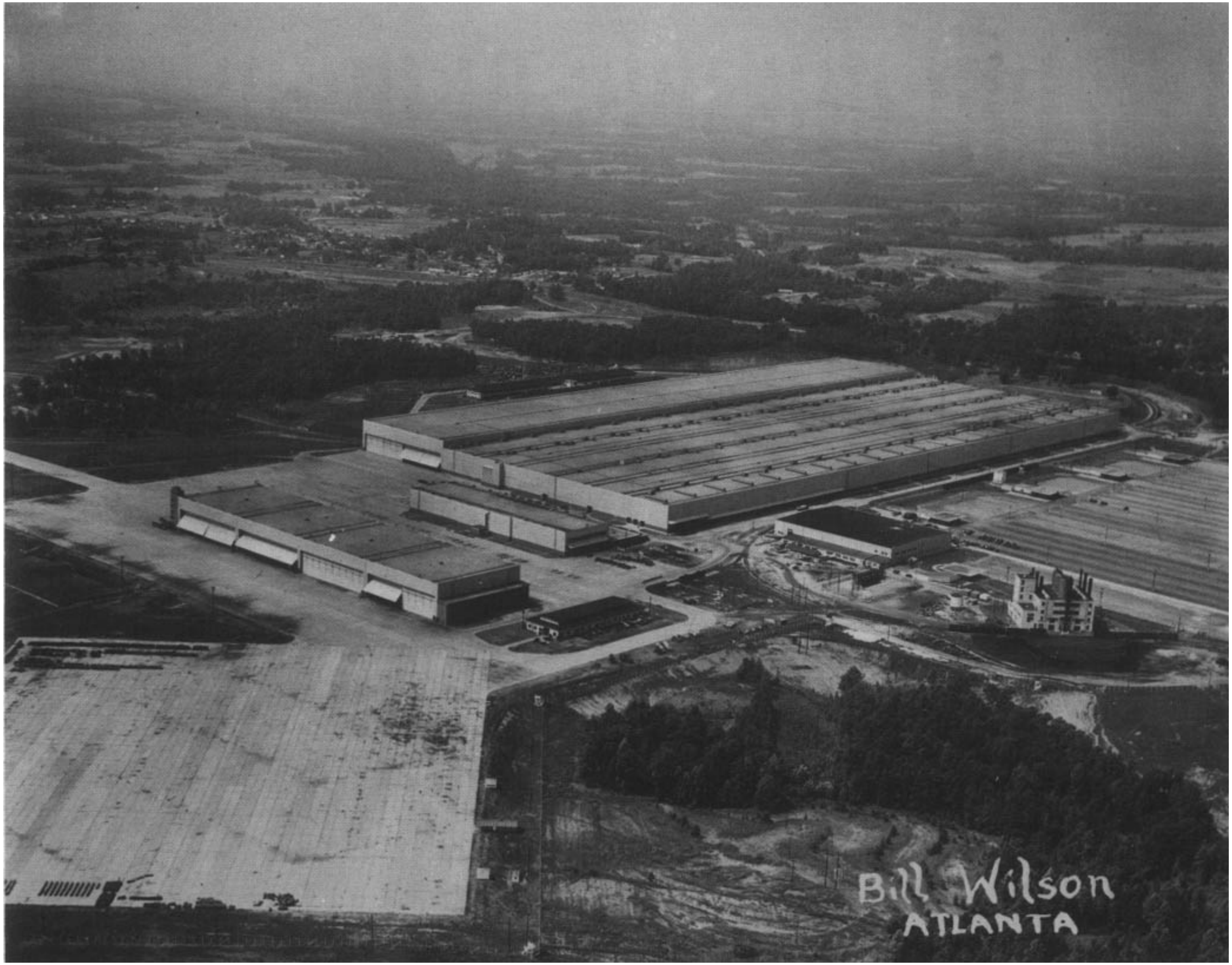
Atlanta entered the year 1940 with a population of 302,288 in the corporate limits and an estimated 359,000 in the metropolitan area. De Kalb County entered the year with 86,703, of whom 16,536 lived in Decatur.

The decade was ushered in by a ten-inch snow fall, crippling traffic, power and communications. During the late spring and early summer of 1940 the war in Europe grew red hot. France and the Low Countries fell to the Germans and Italy entered the fight on the German side. Local civilian defense workers mobilized and selective military service became effective in October. Work on the Atlanta Naval Air Station, on the site of old Camp Gordon, at Chamblee was begun that month too. In July, City Council authorized a $4,000,000 bond issue for schools and hospitals. Live-wire insurance man and former Chamber of Commerce President Roy LeCraw unseated Mayor Hartsfield in September, and Eugene Talmadge was again elected Governor of Georgia. Later in the fall the Central of Georgia Railroad became the first in the area to try Diesel switch engines. The Southern was not far behind. Before the year was out it had eight Diesel switchers at work in its local yards and, in 1941, substituted Diesel road engines for the famous green Pacifics on *The Crescent.* The war prolonged the reign of steam, but the Diesel era had begun.

In 1941 the old Chamber of Commerce—City Hall building, at the northeast corner of Pryor and Hunter streets, site of the famous Leo Frank trial of 1913, was torn down by Ben Massell and replaced with a modern two-story building. During the same year the Jesse Parker Williams Memorial Hospital replaced the great brick mansion of the late Walker P. Inman at Peachtree and Prescott streets, and Atlanta's new $500,000 incinerator went into service.

The Japanese attack on Pearl Harbor, on December 7, 1941, shocked the entire country. The cold war had ended for the United States. Blackout drills followed the surprise attack. The city mobilized for the war effort. Fort McPherson became a beehive of activity as thousands of southern men were sent there for induction.

Building of the Bell (now Lockheed) Bomber plant near Marietta was announced in February, 1942. It went into full operation in September of the


Bill Wilson
ATLANTA

(*Courtesy Atlanta Historical Society*)

An aerial view of the Bell Bomber (B-29) plant near Marietta, Ga., 1946

following year. Mayor Roy LeCraw was granted a military leave of absence in 1942, and on May 27 of that year, William B. Hartsfield was swept back into his old post, defeating eight other candidates. Later in the year State Attorney General Ellis Arnall, of Newnan, defeated "'Ole Gene" Talmadge for governor.

In 1943 Atlanta's remodeled auditorium was opened; Miss Ira Jarrell succeeded Dr. Willis A. Sutton as superintendent of the city school system; the Georgia WPA closed up shop; Madame Chiang Kai-Shek visited the city, and Atlanta and Georgia over-subscribed the Second War Loan.

Colonel Blake R. Van Leer succeeded Dr. M. L. Brittain as president of Georgia Tech in 1944; Ernest Woodruff died at 81, leaving the bulk of a large estate to charity; the Atlanta Ordnance Depot was the scene of a $2,000,000 fire, and 315 acres of land lots 103 and 104 of the 14th District, lying along Sylvan Road and Stewart Aevenue, owned by the Perkerson family since 1835, were sold for subdivision purposes and became Perkerson Park.

The nation was saddened by the death of President Roosevelt, at Warm Springs, Georgia, in April, 1945, and the funeral train was viewed by thousands of Atlantans as it passed through the city en route to Hyde Park, New York. Victory over Germany in May and over Japan in August, sparked tremendous celebrations in Atlanta and a deep spirit of thanksgiving over the nation as a whole. In September Mayor Hartsfield was re-elected.

The first post-war year, 1946 saw Atlantans vote a $40,000,000 bond issue for city improvements. The peace-time boom began with 266 new manufacturing plants established. Housing became an acute problem, and the market for homes, good, bad and indifferent went sky-high. Eugene Talmadge was elected governor for the fourth time, but died in December before taking office. On the fifth anniversary of Pearl Harbor, December 7, 1946, occurred Atlanta's worst disaster—the death of 119 persons in the Winecoff Hotel fire.

The two-governor controversy between M. E. Thompson and Herman Talmadge made headline news in '47. Atlanta Police Chief M. A. Hornsby died early in the year and was succeeded by the present incumbent, Herbert T. Jenkins. Later in the year city council approved Negro policemen for duty in Negro areas, greeted generally as a progressive step. The new Morris Brandon elementary school on Howell Mill Road was built during the year and historic Girls' High and Boys' High schools ceased to exist as such, both becoming co-educational. In May, Mrs. Paul Refoule was found murdered on the bank of Peachtree Creek in the shadow of the site of old Howell Mill, resulting in one of the city's most sensational unsolved murder investigations. A campaign, vigorously backed by Mayor Hartsfield, to annex the Buckhead and Cascade Heights areas to Atlanta failed, and the dedication of the new Ford Motor Company plant at Hapeville made local industrial history.

A project involving the marking of 23 historic spots in downtown Atlanta with bronze tablets was undertaken in 1947 and completed in 1948. Spearheaded by Harrison Jones, who enlisted the cooperation of the owners of properties involved, the project was carried forward under the general direction of John A. Jenkins, Clark McDonald and Franklin M. Garrett, representing the Junior Chamber of Commerce, Central Atlanta Improvement Association, and Atlanta Historical Society, respectively. The tablets were cast and affixed to their locations by Atlanta Sculptor Steffen Thomas.

The South's first television station, WSB-TV, was dedicated in Atlanta on September 29, 1948. The new General Motors plant at Doraville was formally opened in June of that year; the E. Rivers elementary school was destroyed by fire, without casualties, in mid-September and replaced soon thereafter by the present modern building; Collier Woods, just north of Ansley Park, owned by the same family since 1823, was acquired by Haas & Dodd, subdivided and re-named Sherwood Forest; and Herman Talmadge was elected governor of Georgia.

In 1949 the Chamber of Commerce launched an effective "Keep Atlanta Ahead" program. Ninety new industries brought the city's total to 1544; work was started on the $40,000,000 expressway system; Georgia Tech pressed forward with its great physical expansion program; the Atlanta fire department signal system was moved from its old home on Alabama Street to a new $214,000 building on the site of old Boys' High School at the southeast corner of Courtland and Gilmer streets, and the old Lowndes Building, or Candler Annex, on North Pryor Street, adjoining the Candler Building, having outlived its usefulness, was torn down to make way for parking.

On the last day of February, 1949, one of Atlanta's last local passenger trains, the "Little Hook," which for 60 years had plied between Atlanta and Copperhill, Tennessee, over the "Hook & Eye" division of the L. & N., made its last run behind light Pacific locomotive No. 227. In early September of the same year Bobby Walthour, 71-year old native Georgian and former world's champion bicycle racer known in his heyday as "King of the Cyclers," died at Boston (Mass.) city hospital.

The city, the state and the nation were stunned when, shortly after noon on August 16, 1949, word went out to the world that Margaret Mitchell was dead. She had been struck down by a speeding auto, driven by an off-duty taxi driver, at Peachtree and Thirteenth streets, just after 8 o'clock on the night of August 11. The famed author and beloved Atlantan made a gallant five-day fight for life, but to no avail.

On the morning of August 18, at beautiful Spring Hill, Dean Raimundo de Ovies, in the black and white vestments of his office, read the service for the dead from the Book of Common Prayer. Then, as the cortege moved slowly through the streets to the ancient hallowed precincts of Oakland Cemetery, the sorrow and grief of a native populace became starkly evident—in the blank, stricken countenances of every-day Atlantans, white and colored, who lined the curb, and stood on porches, and in windows and doorways, to gaze silently upon the last journey of a great lady.

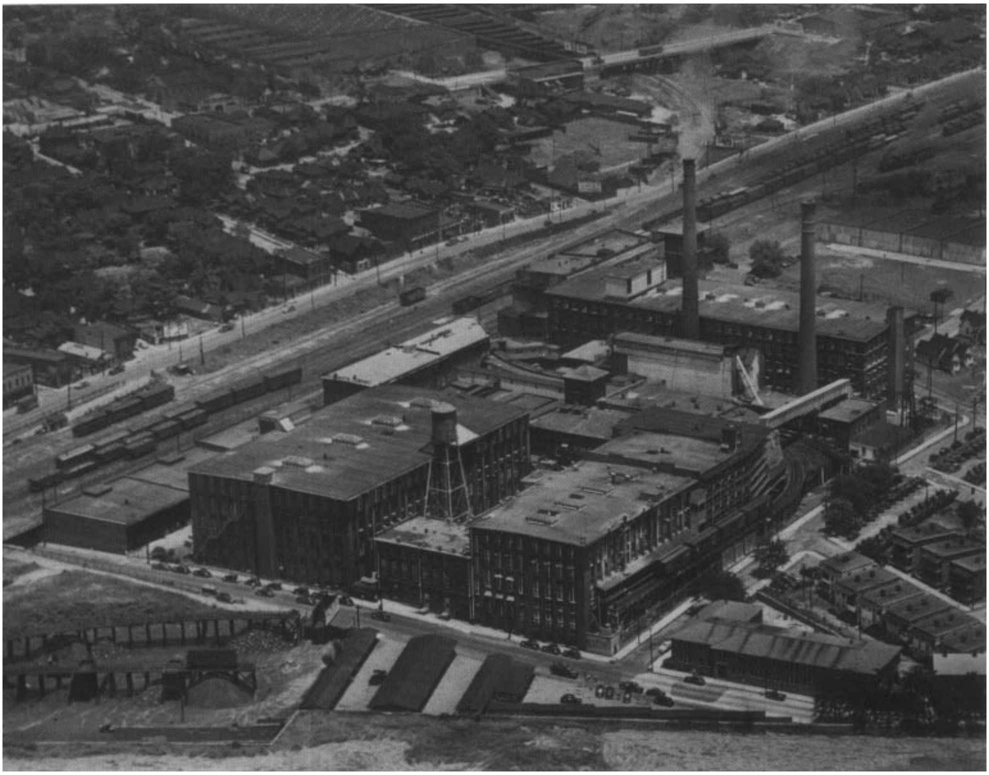
Between the end of World War II and the present time Atlanta has experienced a building boom, surpassing in residential construction volume (though probably not in quality), the great activity of the 1920's. Long familiar farm lands, pastures and vacant spaces throughout the area have sprouted row upon row of neat, comfortable, though for the most part, not distinguished, new homes. Pine forests have been leveled to make way for new, outlying industrial plants, and upon the sites of many old residences and ancient commercial structures have arisen new business buildings.

The unsuccessful 1947 campaign to annexed additional territory to Atlanta's city limits was only a temporary setback to its many proponents, the most vocal of whom was Mayor Hartsfield. For as the year 1951 passed into history and 1952 took its first bow upon the stage of time, the long fought-for Plan of Improvement for Atlanta and Fulton County, much of it based on the now famous Reed Report of 1938, became officially operative. Wrote Albert Riley in the *Journal and Constitution* on January 1, 1952:

"The New Year 1952 brought into being at 12:01 A.M., Tuesday a new and greater Atlanta. . . .

"The City of Atlanta trebled its area to 118 square miles and added approximately 100,000 new citizens to make its population 428,299, based on the 1950 census.

"Thus, in one gigantic stride the city broke the rusty chains of corporate limits that had restricted its growth for 20 years.



(Courtesy Atlanta Historical Society)

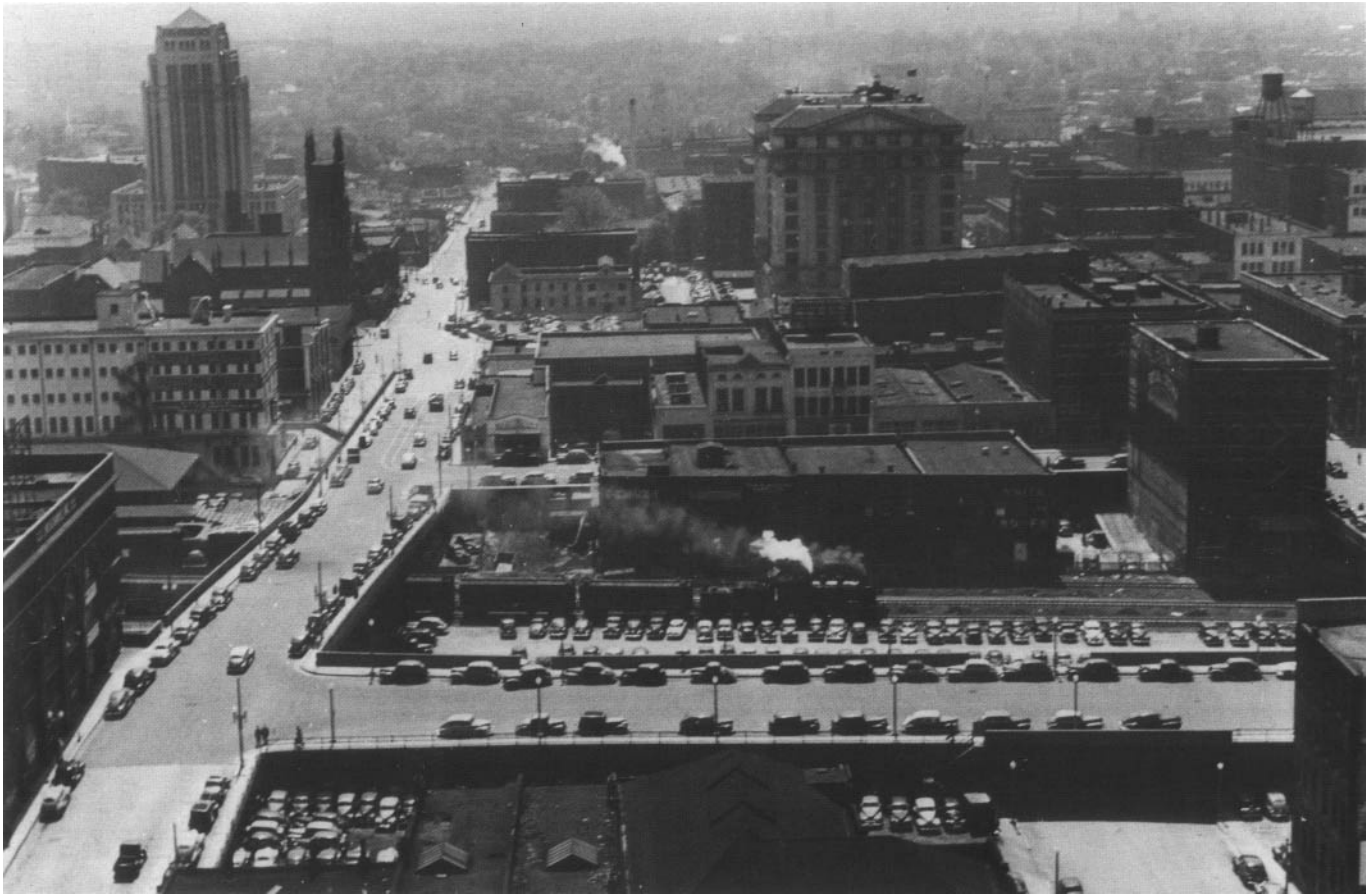
An aerial view of the Fulton Bag and Cotton Mills taken in 1946. This is one of Atlanta's oldest and largest industrial enterprises. Main Line and yards of Georgia R.R. in center

"It was one of the really great moments in Atlanta's history, comparable almost to the city's rise from the smoldering ashes Sherman left behind him in 1864.

"It was another momentous event that reflects the indomitable spirit of Atlanta which has brought Georgia's capital city to the No. 1 position in the southeast in commerce, industry, area and population.

"As the city broke the bonds of its 35-square-mile geographical limits that had not been changed since 1932, and even then were not drastically altered from the horse-and-buggy era of 1910, it claimed its rightful place among the top 25 cities of America.

"With a metropolitan area population of 671,797, based on the 1950 census, Atlanta already ranked as the 23rd metropolitan area in size in the

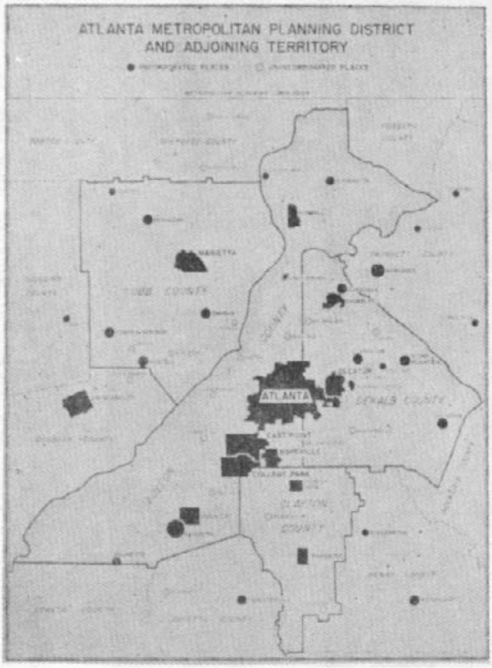


(Courtesy Atlanta Historical Society)

Looking south along Central Avenue, April 15, 1947. City Hall left background. Fulton County Courthouse right of center background. Steam locomotives were beginning to give way to diesel power at this time.

nation. The increase in its central city population of 96,985 brought the municipality itself from 32nd place in corporate limit size to 23rd.

"Actually the increase in population brought about by Tuesday's expansion undoubtedly is greater than 96,985 and may even exceed 100,000, for the 12-month period since the 1950 census was taken has seen a continued growth in the new city area. The new corporate limit population might well be estimated anywhere between 430,000 and 435,000.



(Courtesy Leo J. Zuber, Planning Technician, Metropolitan Planning Commission.)

The Metropolitan Planning Commission was established Mar. 27, 1947, by act of the General Assembly of Georgia to make and recommend to the local governments a master plan for the orderly growth and development of the Atlanta metropolitan area

"As Atlanta extended its limits northward to Brookhaven and westward to the Chattahoochee River it took in Tuesday the plush residental area of Buckhead to which many of its wealthiest, most prominent and active citizens have migrated from the old city in recent years.

"The new city also encompassed Bolton, Cascade Heights and Adamsville to the West, and shoved its limits southward to the Tri-Cities of East Point, College Park and Hapeville, and to the Clayton County line, taking in Lakewood Heights. The De Kalb County boundaries to the east remain unchanged.

"In the process of expansion the city took into its new area 39 public schools formerly operated by the county.

"But expansion of the city limits was just one phase of the Plan of Improvement.

"Of vital importance was its shifting of governmental functions to end a hodge-podge of duplicating municipal services developed haphazardly through the years as a result of demands for city services in the rapidly growing unincorporated areas outside the central city.

"The 'Plan' takes the county out of the business of providing municipal services, restoring those functions to the city, and the county reverts to its traditional functions of providing such services as the courts, health, welfare, agriculture, etc.

"The city takes over from the county the job of providing police and fire protection, garbage collection, building, plumbing and electrical inspections, and parks for the new city areas. The city will continue to provide water, sewers, traffic engineering and auditorium services in the new and old sections. The city school system will be enlarged, the county's reduced. City public works will be expanded, the county's curtailed.

"No immediate savings to the taxpayers of any real consequence are expected as a result of the Plan, but over the long pull the ending of a crazyquilt patchwork of governmental services is expected to make for greater efficiency and reduced costs."

During its existence of less than a century and a quarter, Atlanta has come far indeed.

The agrarian pioneers of the 1820's and 1830's hacked a hinterland out of the former domain of the Creeks and the Cherokees. The railroad surveyors of 1837, in locating the terminus of an iron trail, unknowingly fixed the site of a great city. The urban settlers of the 1840's and 1850's imbued the rapidly growing ante-bellum town with a toughness of fiber and a strength of character that enabled it to survive the destruction of war and the chaos of Reconstruction.

As the years passed the rough edges of the ante- and post-bellum rail junction and trading center took on the patina of increasing wealth and culture. But in the process the overtones of its solid rural background—the background from which so many of its stalwart citizens, both past and present, have been drawn, has not been lost. Atlanta still has some of the aspects of a country town. Gracious, yet full of gumption and community spirit, the city has grown from a surveyor's stake to a busy, modern and alert metropolis.

We of today are reaping from the efforts of those gone before and are sowing for those who will come after us. May the patriotic words of Sir Walter Scott in his *Lay of the Last Minstrel* touch in all of our hearts a responsive chord:

"Breathes there a man with soul so dead
Who never to himself hath said,
'This is my own, my native land!'
Whose heart hath ne'er within him burned,
As home his footsteps he hath turned
From wandering on a foreign strand?

If such there breathe, go, mark him well;
For him no minstrel raptures swell;
High tho' his titles, proud his name,
Boundless his wealth as wish can claim,
Despite those titles, power and pelf
The wretch, concentered all in self,
Living, shall forfeit fair renown
And, doubly dying, shall go down
To the vile dust from which he sprung,
Unwept, unhonored and unsung."

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1. Tombstone inscriptions from every cemetery, large and small, within a 30-mile radius of Atlanta. Includes extracts from sexton's records where obtainable.
2. Extracts from the county records of both De Kalb and Fulton (*a*) Ordinaries Minute Books. (*b*) Minutes of Superior and Inferior Courts. (*c*) Inventories, Appraisements and Sales of Estates. (*d*) Will Records. (*e*) Marriage Records. (*f*) Deed Records.
3. Extracts from the Vital Statistics of the City of Atlanta, Deaths, 1887-1931. No death record kept prior to 1887.
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